

VALE OF GLAMORGAN

REPLACEMENT LOCAL DEVELOPMENT PLAN
2021 - 2036

Settlements Appraisal Review

June 2023



BACKGROUND PAPER - BP5



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1 EXECUTIVE SUMMARY

- 1.1 This settlements appraisal sets out the Councils methodology for undertaking a settlements appraisal and seeks to identify a hierarchy of settlements which are potentially suited to accommodating future housing and employment growth in terms of their location, role, and function.
- 1.2 The work has analysed a large amount of information in order to determine the role and function of settlements within the Vale of Glamorgan and builds upon previous assessments which formed background evidence to the adopted Local development Plan 2011-2026 and identified a settlement hierarchy for the Vale of Glamorgan.
- 1.3 This appraisal has been based on the regional methodology drafted by the South East Wales Strategic Planning Group (SEWSPG) with adjustments to reflect local circumstances. However, it follows an assessment against the three primary principles set out in the SEWSPG regional work, namely:
- **Principle 1** – The level of sustainable transport and accessibility in and around settlements.
 - **Principle 2** – The availability of local facilities and services in and around settlements.
 - **Principle 3** – The level of employment opportunities in and around settlements.
- 1.4 Consideration of each of these principles together with a settlement's population size, has assisted the process of identifying a settlement hierarchy based on this quantitative assessment. The findings of the settlement review largely reinforce earlier studies and appraisals although several settlements have moved within the hierarchy. The assessment again demonstrates that the Vale of Glamorgan hosts a diverse range of settlements containing a wide range of services and facilities, and which perform a variety of roles and functions in support of the communities that they serve.
- 1.5 It is considered that the categorisation of the Vales settlements into 4 categories best represents the role, character, and function of settlements. These are as follows:

Key and Service Centre Settlements:

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major, Penarth

Primary Settlements:

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

Minor Rural Settlements:

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

Hamlets and Smaller Rural Settlements:

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

2 INTRODUCTION

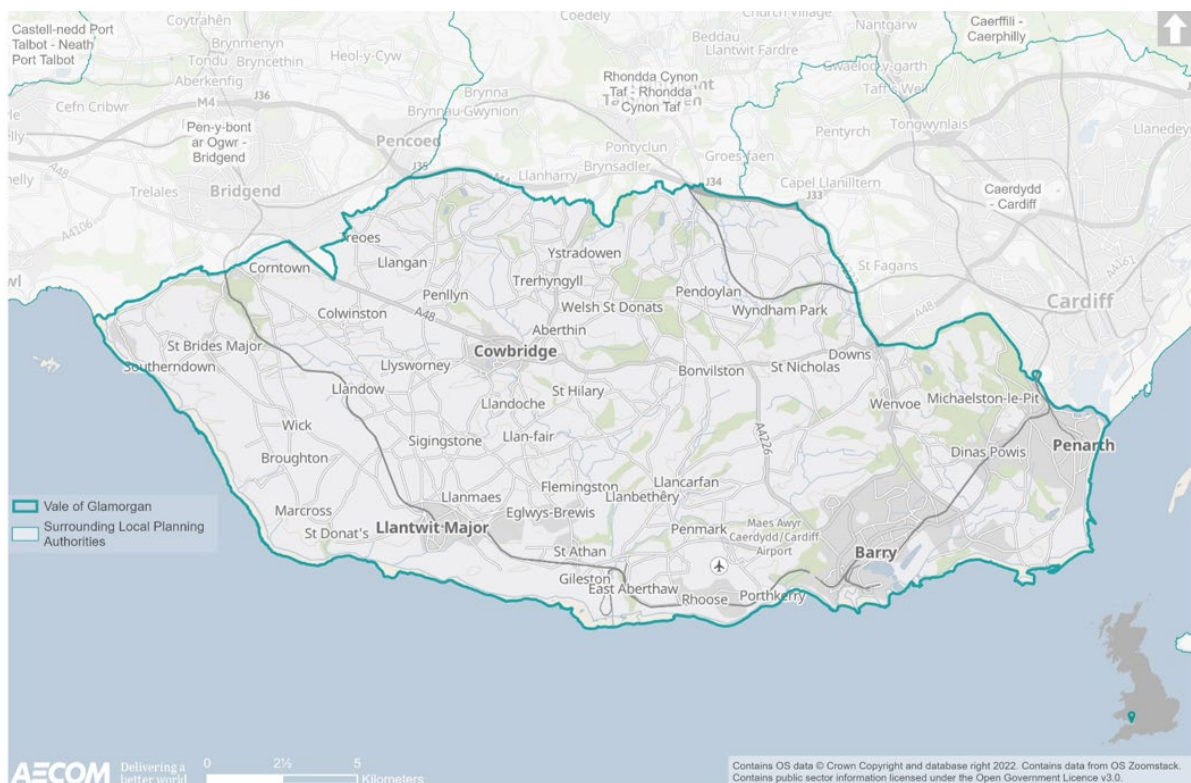
- 2.1** The Welsh Government's Development Plans Manual (DPM) (Edition 3 March 2020) advises that in developing its spatial strategy, Local Planning Authorities (LPAs) *"should undertake a settlement assessment to inform decisions regarding where development should be spatially located to achieve a sustainable pattern of growth, minimise unsustainable patterns regarding the movement of people and support local services and facilities"* (para 5.15 refers). The DPM indicates that such assessments should seek to identify the most sustainable settlements for growth (and) should aim to achieve a balance between homes and jobs to reduce the need for commuting.
- 2.2** The DPM requires LPAs to formulate a methodology for assessing the role and function of settlements which is clearly set out in the evidence base; it should be transparent regarding how settlements are being assessed, the key assessment components and how this has been applied in a consistent manner across the area. This assessment should form the basis for the settlement hierarchy (para 5.17 refers), identifying the most appropriate settlements for growth in terms of the availability and accessibility of services and facilities.
- 2.3** This appraisal sets out the Council's methodology for undertaking its settlement assessment, based primarily on an analysis of population, services and facilities, and the subsequent application and analysis of the information to provide conclusions on settlement roles and functions. This assessment will form a key part of the evidence for the Replacement Vale of Glamorgan Local Development Plan (RLDP) 2021-2036.

3 SPATIAL CONTEXT- VALE OF GLAMORGAN SETTLEMENT CHARACTERISTICS

- 3.1** The Vale of Glamorgan is Wales's most southern Unitary Authority and covers 33,097 hectares (331 square miles) with 53 kilometres of coastline, of which 19 kilometres is Heritage Coast. The authority is predominantly rural but also contains a mixture of towns and villages. The rural Vale comprises a diverse mixture of undulating farmland, valley basins, woodland and unspoilt coastline. However, with the exception of the historic market town of Cowbridge, the main urban areas are concentrated along the coastal strip eastwards from Llantwit Major and are principally focussed on the south east corner of the Vale of Glamorgan. The UK Census in 2021 indicated the Vale of Glamorgan's population to be approximately 131,800.
- 3.2** The main settlements in the Vale of Glamorgan are Barry, Penarth, Dinas Powys, Llantwit Major and Cowbridge, the latter two being historic towns which are surrounded by smaller rural settlements.
- 3.3** Barry is the administrative centre of the Vale of Glamorgan with a resident population of around 58,000. The town contains key employment opportunities and acts as an important transport hub with four train stations, an operational port and a wide range of bus links. In 2010, the Welsh Government designated Barry as a Regeneration Area, supporting the development of Barry as an attractive place to live; and supporting the development of Barry Island as a destination primarily for activity-based day trips. Cardiff Airport, the only major international airport in Wales is located approximately 5 kms west from the centre of Barry.
- 3.4** Although the historic towns of Cowbridge, Penarth and Llantwit Major are all very different in character, they have similar roles and functions. For example, they all have significant resident populations, provide local employment opportunities and have established town centres, are generally well served in terms of public transport provision, and provide a wide range of cultural, educational and community services and facilities. It is for these reasons, that the existing adopted LDP identifies these as 'Service Centre Settlements' in recognition of their role in serving the daily needs of their local residents and acting as important hubs for those living in nearby smaller settlements

- 3.5** Notwithstanding St. Athan’s strategic economic role, the primary settlements of Dinas Powys, Llandough (Penarth), Rhoose, Sully, St. Athan and Wenvoe play an important role in providing a level of housing growth, in addition to some key local services and facilities. The Primary Settlements complement the role of the Service Centre Settlements in that they provide for the needs of residents and cater for the needs of the surrounding wider rural areas. They offer several key services and facilities, which are vital to their role as sustainable communities, as they reduce the need to travel to Barry or the Service Centre Settlements to address day-to-day needs. These facilities include primary schools, small convenience shops, food and drink outlets, some small-scale employment provision and regular public transport.
- 3.6** The adopted LDP also identifies ‘Minor Rural Settlements’ and in these settlements, the adopted LDP provides for moderate growth to help meet local housing need and to support existing local services.
- 3.7** The centres of Cardiff and Bridgend are also located close to the Vale’s Eastern and Western boundaries respectively and there is significant cross boundary commuting by residents of the Vale of Glamorgan to these areas, particularly to Cardiff. Figure 1 illustrates the major settlements dispersal within the Vale of Glamorgan and the authority’s location within the wider region.

Figure 1: Vale of Glamorgan Council Administrative Area



3.8 Settlement Hierarchy Review

- 3.8.1** A fundamental role of the RLDP is to determine the requirement for growth and development during the plan period and to make provision for where this growth will take place. The settlements considered in the adopted Vale of Glamorgan Local Development Plan 2011-2026 (Sustainable Settlements Appraisal Background Paper February 2016 update) have been reassessed to establish a settlement hierarchy for the RLDP.
- 3.8.2** One of the primary aims of establishing a settlement hierarchy is to promote sustainable communities by bringing housing, jobs and services closer together in order to promote the viability of local facilities and reduce the need to travel to services and facilities elsewhere. At the top of the hierarchy are the larger settlements that have the most infrastructure in terms of facilities and services and are the most accessible by sustainable forms of travel. The smaller settlements with fewer facilities, services and less access to public transport are at the bottom of the hierarchy.
- 3.8.3** The key aim of this review is to provide an update to the Council's previous Settlements Appraisal (2016). This identified a hierarchy of settlements and determined the role and function of the Vale's towns and villages and established a hierarchy of settlements identifying those considered suitable for accommodating additional growth over the plan period 2011-2026.
- 3.8.4** This review will form part of a larger evidence base which will inform the spatial strategy and growth options for the RLDP.

4 POLICY CONTEXT

4.1 Future Wales - The National Plan 2040 (2021)

4.1.1 Future Wales (2021) was published by the Welsh Government as a framework for national development up to 2040. The report details various outcomes which are intended to be achieved through development; the following outcomes were of particular relevance to this review and informed the methodology for this appraisal:

4.1.2 Wales can be a place where people live;

- *“in vibrant rural places with access to homes, jobs and services” (Outcome Number 2, p. 54);*
- *“and work in towns and cities which area a focus and springboard for sustainable growth” (Outcome Number 5, p. 55); and*
- *“in places where travel is sustainable” (Outcome Number 7, p.55)*

4.1.3 Future Wales also outlines various Strategic Placemaking Principles to which development across the country should adhere. The principles which underpin the methodology used in this appraisal reflect those defined in Future Wales, reinforcing the core themes considered in this methodology such as, sustainable transport and sufficient access to homes, jobs and services.

4.2 Planning Policy Wales (PPW) Edition 11 (2021)

4.2.1 PPW 11 highlights that a fundamental aim of the land use planning system in Wales is to deliver Sustainable Places. Sustainable Places should be accessible, active, attractive, friendly, healthy, secure, sociable and welcoming places. PPW 11 also outlines the five National Sustainable Placemaking Outcomes, listed below, all of which highlight the emphasis placed on prioritising sustainability:

- *Creating and Sustaining Communities*
- *Making Best Use of Resources*
- *Maximising Environmental Protection and Limiting Environmental Impact*
- *Growing Our Economy in a Sustainable Manner*
- *Facilitating Accessible and Healthy Environments*

4.2.2 4.1.4 PPW recognises that opportunities to increase the use of active travel modes, such as walking, cycling, and reducing car usage are more limited in rural areas than in urban areas. Consequently, it is advised that most new developments are in existing settlements with relatively good accessibility via non-car modes, when compared to the wider rural area. Developments are required to offer strong active travel connection to settlement centres where possible (para. 3.39).

4.2.3 PPW also highlights that the planning system must strive to achieve the Well-being Goals outlined in Wales' Wellbeing of Future Generations Act 2015 (Figure 2). These goals further illustrate the importance of prioritising sustainability and thus, reinforce the need for an appraisal of the settlements in the Vale.

Figure 2 - Well-being of Future Generations Act (Wales) 2015
Well-being Goals



Source: Planning Policy Wales Edition 11
(February 2021)

4.3 Building Better Places – Placemaking and the Covid-19 Recovery (July 2020)

4.3.1 This document outlines how the planning system can deliver brighter and more resilient futures for Welsh residents, as well as identifying key development issues that must be considered going forward. These include:

- *“Staying local: creating neighbourhoods,*
- *Active travel: exercise and rediscovered transport methods*
- *Revitalising our town centres*
- *Digital places – the lockdown lifeline*
- *Changing working practices: our future need for employment land*
- *Reawakening Wales’ tourism and cultural sectors*
- *Green infrastructure, health and well-being and ecological resilience*
- *Improving air quality and soundscapes for better health and well-being”* (p.13).

4.4 Technical Advice Note 4 (TAN 4) – Retail and Commercial Development (2016)

4.4.1 TAN 4 advocates a ‘town centre first’ approach that recognises retail and commercial centres as diverse, mixed use focal points that should be primary considerations when assessing the most appropriate places for a wide variety of developments. It is emphasised that the “...co-location of these uses and their high levels of accessibility by a range of transport options make them sustainable locations” (TAN 4, para.2.1).

4.4.2 TAN 4 reiterates the important role that retail and commercial centres play in creating sustainable locations, seeking to ensure they have a positive future. It states that:

“...good access to and within, retail and commercial centres is key, both to the vibrancy of those places and to ensure that everyone in society has access to the wide variety of goods and services.” Furthermore Development Plans should ensure access is sustainable in nature by promoting the ability to “...walk, cycle or use public transport to get to retail and commercial centres...” (TAN 4, para.2.7).

4.4.3 TAN 4 demonstrates the need to consider retail and commercial centres when considering the sustainability of a location both in terms of their mix of uses and their accessibility. The Vale of Glamorgan is predominantly a rural authority and some of the more rural settlements have limited or no retail and commercial services serving them. Therefore, as part of the assessment, it is important to consider the functional linkages between the rural settlements and supporting town centres.

4.5 Technical Advice Note 6 (TAN 6) – Planning for Sustainable Rural Communities (2010)

4.5.1 TAN 6 expands upon the principles outlined in national planning policy guidance and in relation to informing the location of development, advises that *“Development plans should set out the spatial vision for rural communities. This should be based on a sound understanding of the functional linkages within the area and the potential for improving the sustainability of the existing settlement pattern. Many rural communities can accommodate development, particularly to meet local needs. New development can help to generate wealth to support local services, ensuring that communities are sustainable in the long term.”* (TAN 6, para 2.2.1).

4.5.2 In accordance with TAN 6, an audit of rural services and facilities by individual settlement and the consideration of functional linkages within the area has been undertaken to inform the settlement strategy for the RLDP.

4.6 Technical Advice Note 18 (TAN 18) – Transport (2007)

4.6.1 TAN 18 sets out the Welsh Government’s aim to promote sustainable transport in Wales. The TAN focuses on achieving the Welsh Government’s environmental outcomes in its Environmental Strategy by (TAN 18, para.2.3):

- *Promoting resource and travel efficient settlement patterns;*
- *Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;*
- *Encouraging the location of development near other related uses to encourage multi-purpose trips;*
- *Promoting cycling and walking;*
- *Supporting the provision of high quality, inclusive public transport; and*
- *Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.*

4.6.2 TAN 18 goes on to emphasise the need to identify residential sites in accessible areas which have good links to jobs, shops and services by modes other than the car and where public transport services have existing or planned capacity to absorb further development (para 2.4 refers). Based upon this settlement policies should:

- Promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Transport Plan;
- Ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- Include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- Encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

4.6.3 This reiterates the importance of sustainable transport when identifying sustainable settlements, as TAN 18 advises sustainable transport is a key element of development Plans. The theme of sustainable transport and accessibility is given considerable weight in national guidance and places an onus on Local Authorities to prioritise it.

4.6.4 TAN 18 also acknowledges the difficulties of creating sustainable locations in more rural areas. It notes *“Transport issues in rural areas will vary depending on the relative isolation from major urban centres. Long distance out-commuting from rural areas raises sustainability issues given the length of the journey and the rural location means that conventional public transport is unlikely to be viable in response. Local authorities should therefore consider whether different policy approaches are required depending on the proximity of rural areas to urban centres. For example, the development plan strategy may require a more decentralised approach to employment location in order to minimise overall private car mileage in an area without strong functional linkages to larger settlements. For a rural area close to a large urban area for example, development serving local needs may be directed to settlements to provide sufficient demand to enable public transport services to extend from the main centre.”* (TAN 18, para.3.13, 2007). Therefore, it is important to understand the nature of settlements to help inform the development plan strategy and ensure the sustainable location of development as set out in PPW and TAN 18.

4.6.5 In addition to the guidance in the TAN the Transport Act 2000, as amended by the Transport (Wales) Act 2006, requires the Council to produce a Local Transport Plan (LTP) every five years and to keep it under review. A Local Transport Plan will be prepared alongside the RLDP.

4.7 Technical Advice Note 20 (TAN 20), Planning and the Welsh Language, 2017

4.7.1 TAN 20 provides advice on incorporating the Welsh language in development plans. The TAN stresses the need to assess the potential cumulative effects of development across the Plan area; specifically how the strategy and policies are likely to impact on use of the Welsh language and the sustainability of communities. The spatial distribution of new development and infrastructure can be used as a strategic means of supporting the language based on the findings of the Sustainability Appraisal.

4.7.2 PPW 11 also highlights the importance of considering the likely effects of development plans on the use of the Welsh language. In order to achieve this it recommends *“...a broad distribution and phasing of development that takes into account the ability of the area or community to accommodate development without adversely impacting use of the Welsh language”* (PPW 11, para 3.26) is required.

4.7.3 The Vale of Glamorgan has seen a gradual increase in the ability of its population to speak Welsh and the latest data released by the Office for National Statistics indicates that as of 2021, 11.5% of the population can speak Welsh. Any impacts on the Welsh language will be addressed in the Integrated Sustainability Appraisal of the RLDP.

4.8 Active Travel (Wales) Act 2013

4.8.1 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel. Rather than being a purely recreational pastime, the Act aims to make active travel the most attractive option for shorter everyday journeys such as journeys to work, school or to access shops or services.

4.8.2 The Act requires local authorities in Wales to produce active travel maps of walking and cycling networks and to deliver year on year improvements in active travel routes and facilities. The routes should be coherent, direct, safe, comfortable, and attractive. This act requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to consider the needs of walkers and cyclists in a range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys in exercising their functions under this Act.

4.8.3 The Vale of Glamorgan has prepared a series of Integrated Network Maps (INMs) which set out the Council's plans for improving active travel routes in and around certain settlements over the next 15 years. These routes have been amalgamated into an all-Wales Active Travel Network Map (ATNM) by the Welsh Government which is available [here](#).

4.9 Development Plans Manual (Edition 3) (March 2020) (DPM)

4.9.1 Figure 3 below details topics which should be considered as a part of a settlement assessment. This reinforces the importance of active travel opportunities, range and accessibility of services, and employment provision, and suggests that it is important to consider the wider context of each settlement as a part of this assessment. For instance, the relationship and movement patterns between settlements in adjoining authorities.

Figure 3: DPM Settlement Assessment Criteria



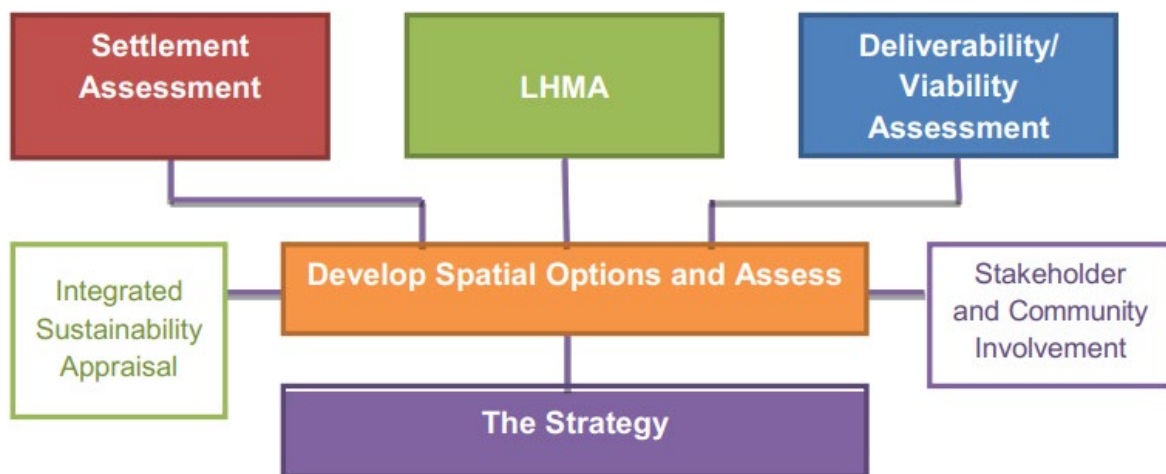
Source: Development Plans Manual Edition 3 (March 2020)

4.9.2 The DPM requires that LPA undertake a settlement assessment. This would involve the assessment of both current and future roles and functions of settlements as well as an understanding of the relationships between settlements. DPM3 also outlines the fact that such an assessment should indicate the relative sustainability of settlements within the authority, although other criteria may also need to be considered. For example, the decision on whether to allocate certain sites will depend on factors including environmental constraints, impact on the landscape and existing infrastructure; such matters will be addressed further via the Candidate Site Assessment process.

4.9.3 Overall, this appraisal will form one of several key pieces of evidence that the Council will utilise in determining how best to distribute future growth in a way that contributes to national wellbeing and sustainability objectives. In this respect the Settlement Appraisal will form an integral part of the development of the RLDP Strategy, as highlighted in the DPM:

4.9.4 *“The spatial strategy should be informed by a range of supply and demand factors, explained later in this chapter. The spatial strategy will draw upon a number of key pieces of evidence, such as a settlement assessment, Local Housing Market Assessment (LHMA) and viability assessment, to make informed policy decisions on where to locate development. The strategy must be clearly communicated to all plan users, so it can be delivered in a positive manner” (p. 97, 2020).* The key elements are summarised in Figure 4 below.

Figure 4: Developing and Assessing Spatial Options for Growth (DPM Manual 2020)



Source: Development Plans Manual Edition 3 (March 2020)

4.9.5 In accordance with national policy the following section explains the methodology the Council has adopted in order to review the authority’s settlements, in terms of transport provision and accessibility in and around settlements, availability of services and facilities and employment opportunities. The appraisal conducted using this methodology has primarily involved an audit of such features in and around settlements.

5 SETTLEMENT APPRAISAL METHODOLOGY

- 5.1** The methodology used in the assessment has been based on the approach set out in the draft South East Wales Strategic Planning Group (SEWSPG) Pathfinder Group Sustainable Settlement Appraisal Paper (SSAP). This seeks to set out a common methodology for sustainable settlement appraisals to be used across the South East Wales region.
- 5.2** However, to ensure that the methodology reflects the individual characteristics of the Vale's settlements, while maintaining the general principles of the SSAP, some elements of the methodology have been adapted to ensure that it is relevant to the Vale of Glamorgan. The main divergence from the regional methodology has been the decision to replace the regional methodology measure of active travel routes with a score relating to the distance to key services and facilities (e.g. health facilities, schools, and retail centres) from smaller settlements. The Council considers that this better appreciates the role and function of most settlements in the Vale of Glamorgan and provides a more appropriate means of measuring accessibility between settlements. Notwithstanding this change, the availability of active travel routes, walking and cycling provision will be considered through the assessment of individual candidate sites at the settlement level. For clarity, Appendix 4 provides a comparison between the methodology used to undertake this appraisal and the SEWSPG approach.
- 5.3** The Council considers that the general approach taken in the regional methodology generally reflects that adopted by the Council in the previous settlement appraisal and audit undertaken in 2013 and the subsequent 2016 update which supports the adopted LDP. In this regard, the Council considers that the general conclusions on the role, function, and categorisation of settlements in these studies also remains relevant, and as such these conclusions have been carried forward into this review.

6 ADOPTED LDP APPRAISAL AND SETTLEMENT HIERARCHY (2013 and 2016)

- 6.1 As part of the background evidence supporting the adopted LDP, the Council carried out an appraisal of all existing settlements within the Vale of Glamorgan. The original appraisal was undertaken in 2013 and updated in 2016.
- 6.2 The appraisals comprised an audit of existing services and facilities with each settlement assessed against a scoring system and ranked according to its overall score. Settlements were then subject to further analysis to determine their suitability for accommodating growth, considering factors such as settlement form, landscape sensitivity and character.
- 6.3 The evidence generated during this appraisal resulted in the identification of the following hierarchy of settlements, classified to reflect their strategic role and function relative to the range of available services, facilities, and accessibility by public transport. This hierarchy provides the framework for the spatial distribution of growth within the adopted LDP.

6.4 ADOPTED LDP SETTLEMENT HIERARCHY

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major and Penarth

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

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

- 6.5 The categorisation and grouping of settlements is based upon their perceived role, function, and characteristics as set out below in Table 1.

Table 1 – Vale of Glamorgan Local Development Plan Settlement Hierarchy:

Hierarchy Tier	Settlement Type	Description
1	Key Settlement	The key settlement of Barry is an important hub for social and economic activity and is recognised as the administrative centre of the Vale and one of the most sustainable locations within which to focus major new development opportunities. The town has undergone considerable regeneration in recent years and is connected to the wider region by the main Vale of Glamorgan railway line between Bridgend and Cardiff and the only commercial airport within South-East Wales is located at Rhoose some 8 kilometres to the west of the town.
2	Service Centre Settlements	These settlements are home to significant resident populations and have good public transport provision, local employment opportunities, established town centres and a wide range of cultural, educational and community services and facilities. The service centre settlements largely serve the daily needs of their residents but also act as important hubs for those living in nearby smaller settlements. Therefore, they have the capacity to act as focal points for growth.
3	Primary Settlements	These settlements play an important role in meeting housing need and in providing some key local services and facilities; they have the capacity to provide for the needs of residents as well as the needs of the surrounding wider rural areas. Their provision of services and facilities can also reduce the need to travel to the 'Key Settlement' of Barry or the 'Service Centre Settlements' for day-to-day needs. Examples of facilities found include primary schools, small convenience shops, food and drink outlets, some small-scale employment provision and regular public transport.
4	Minor Rural Settlements	These settlements contribute towards the special character of the rural Vale and play an important role in underpinning sustainable rural communities. The types of services and facilities typically found within these settlements include places of worship, community halls, small scale retail uses and formal recreational facilities. A number of the smaller rural settlements also provide small scale local employment opportunities, either within or in close proximity to the settlements. Some of the smaller settlements also include primary schools which serve a wider catchment area. Accordingly, the minor rural settlements can be considered as being functionally linked.

7 SETTLEMENT REVIEW

7.1 In keeping with the Council's earlier appraisal, an audit of existing services and facilities across the Vale of Glamorgan was conducted during Summer 2022. This comprised desktop research using existing records held by the Council on its Geographical Information System (GIS) as well as publicly available records from public agencies and private organisations. This established a baseline of services and facilities present within each settlement. The audit results informed the scoring system under the three basic principles outlined under section 1.3; these are explored further in Section 10.

8 APPRAISAL LIMITATIONS

8.1.1 The Settlement Appraisal is based on information available as of July 2022 and the presence and availability of services and facilities may therefore change over time. For example, the accessibility scores awarded to settlements are based on the current public transport network and the availability of services. Similarly the audit of services and facilities may change over time reflecting economic circumstances and/or demand.

9 SETTLEMENTS AND AREAS STUDIED

9.1.1 The settlements assessed in this study were originally identified in the Council's 2013 Sustainable Settlements Appraisal and comprise the main towns, villages and hamlets in the Vale of Glamorgan.

9.1.2 A total of 87 settlements have been included in the assessment, and the location of the settlements can be seen in Appendix 1.

Settlements

Aberthaw (East)	Llandough (Cow)	Sigingstone
Aberthaw (West)	Llandough (Pen)	Southerndown
Aberthin	Llandow	St Andrews Major
Barry	Llangan	St Athan
Bonvilston	Llanmaes	St Brides Major
Broughton	Llanmihangel	St Brides Super Ely
Castle Upon Alun	Llansannor	St Donats
City	Llantrithyd	St Georges
Colwinston	Llantwit Major	St Hilary
Corntown	Llysworney	St Lythans
Cowbridge	Maendy	St Mary Church

Culverhouse Cross	Marcross	St Mary Hill
Dinas Powys	Michaelston le Pit	St Nicholas
Drope	Monknash	St Y Nyll
Dyffryn	Moulton	Sully
Ewenny	Norton	Swanbridge
Fferm Goch	Ogmore by Sea	Tair Onen
Flemingston	Ogmore Village	The Downs
Fonmon	Pancross	The Herberts
Gileston	Penarth	Tredogan
Graig Penllyn	Pendoylan	Treoes
Gwern y Steeple	Penllyn	Trerhyngyll
Hensol	Penmark	Tre-Dodridge
Lampha	Penn Onn	Twyn-yr-Odyn
Lavernock	Pentre Meyrick	Walterston
Leckwith	Peterston Super Ely	Welsh St Donats
Llanbethery	Porthkerry	Wenvoe
Llancadle	Rhose	Wick
Llancarfan	Ruthin	Ystradowen

9.1.3 In considering individual settlements certain distinct areas, often known locally under other names, were considered to form a wider functional part of the settlement. These areas share the same services and facilities making them closely related in terms of function as well as their location. For the purposes of this study the same approach has been taken to rationalising certain areas, as outlined below:

Table 2 – Settlement Areas Studied:

Settlement Area Studied	Settlements with close relationships identified as forming part of the main settlement
St Athan	Eglwys Brewis / Picketston / RAF East Camp / RAF West Camp / St Athan
Cowbridge	Cowbridge / Llanblethian
Sully	Cog / Sully
Rhose	Fontygary / Rhose
Llantwit Major	Boverton / Llantwit Major
Barry	Barry / The Bendricks
Bonvilston	Bonvilston / Greenway
Ruthin	Group of hamlets and rural settlements
St Andrews Major	Group of hamlets and rural settlements

10 SETTLEMENT APPRAISAL KEY PRINCIPLES AND SCORING METHODOLOGY

10.1 The draft South East Wales Strategic Planning Group (SEWSPG) Pathfinder Group Sustainable Settlement Appraisal Paper (SSAP) methodology is based upon the following 3 principles:

- **Principle 1** – *The level of sustainable transport and accessibility in and around settlements.*
- **Principle 2** - *The availability of local facilities and services in and around settlements.*
- **Principle 3** - *The level of employment opportunities in and around settlements.*

10.2 Scoring System

10.2.1 Therefore, the scoring system used for the purposes of this Settlement Appraisal Review is based upon the three principles set out above.

10.3 Principle 1: Sustainable Transport and Accessibility - The level of sustainable transport and accessibility in and around settlements.

10.3.1 Principle 1 focuses on sustainable transport and accessibility on the basis that its provision reduces the need to travel by car and enables access to a wider range of amenities by sustainable modes of transport. Settlements that are well-connected via multi-modal forms of transport help increase the use of sustainable transport options for residents to access a range of facilities including employment, health care, education, and retail.

10.3.2 Table 3 sets out the factors and scoring used for the assessment of settlements against Principle 1:

Table 3 – Public Transport Access/Provision Scoring Matrix:

Public Transport	Access/Provision	Score
Principle 1.1		
Bus Services	Service every 30 minutes or less.	5 points.
	Service between 30 and 60 minutes.	3 points.
	More than hourly (daytime and evening).	1 point.
	No Bus Service.	0 points.
<i>N.B. A score is awarded for each service. An additional 2 points is awarded where the routes provide a connection to a main centre, including neighbouring local authority centres.</i>		
Principle 1.2		
Rail Services	Train station in Settlement.	10 points.
	Less than 5 miles from settlement.	3 points.

	Between 5 miles to 10 miles from settlement.	1 point.
	Greater than 10 miles.	0 points.

10.3.3 For bus services, scores have been awarded based on the presence of bus services of varying frequencies; points are awarded for each service, with an additional two points awarded if bus routes offer connection to a main centre, including centres within a neighbouring local authority (Principle 1.1). This recognises the opportunity to access key services/facilities/employment opportunities located within higher order settlements where these are not present within the settlement itself.

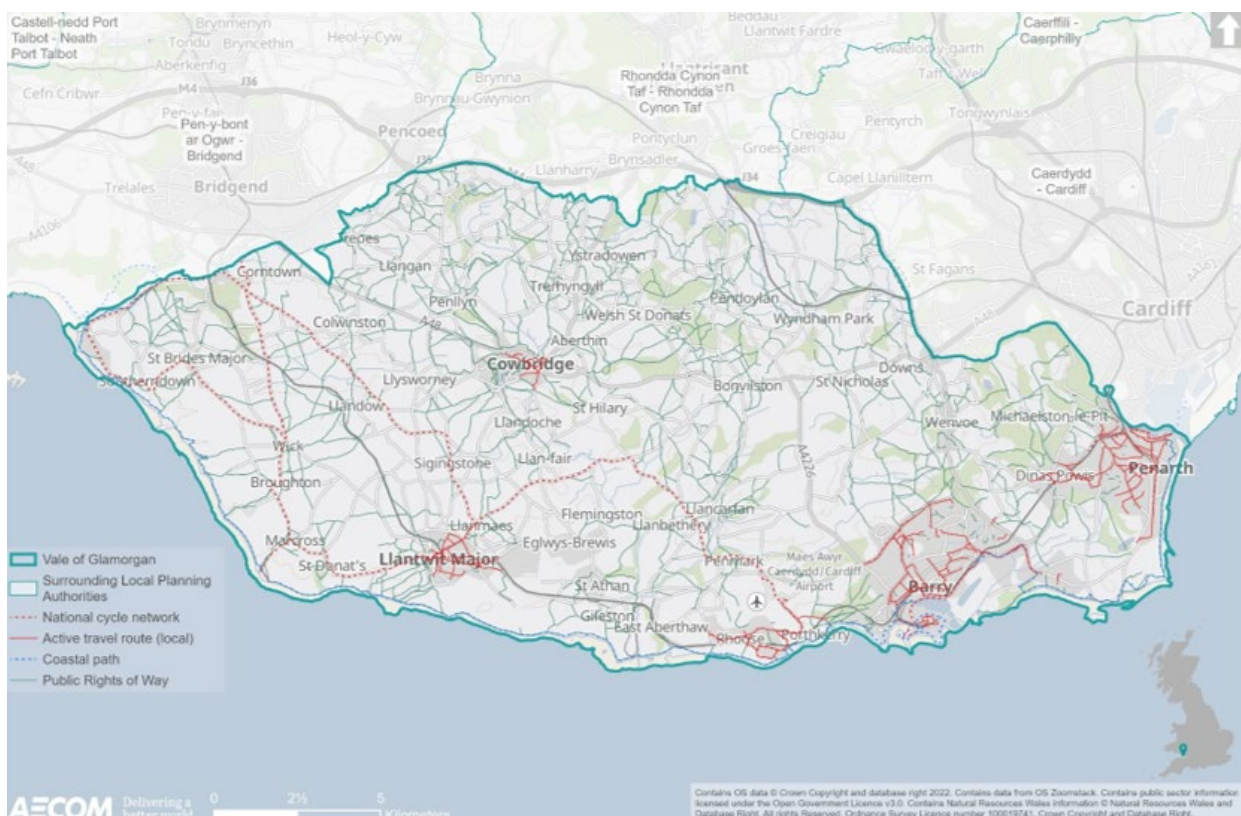
10.3.4 The scoring system also recognises the availability of, and distances to, rail services (Principle 1.2). Unlike bus services, few of the Vale’s settlements directly benefit from a railway station and there are presently railway stations serving Llantwit Major, Rhoose, Barry, Dinas Powys and Penarth that provide park and ride services. For other settlements not served by rail, a score has been awarded for the distance to the nearest station (using Google Maps), this includes the distance to a railway station in an adjoining local authority area where this is the nearest to the settlement (in this instance, the main line station at Bridgend was considered).

Figure 5: Sustainable Transport/Public Transport



10.3.5 While the role of Active Travel in increasing accessibility cannot be underestimated, the planning and implementation of active travel routes within the Vale of Glamorgan is generally focussed within the Vale’s key settlements, providing communities with sustainable travel options for access to local centres, facilitating day-to-day journeys and addressing specific access issues. Furthermore, while there has and continues to be considerable progress on the identification, design and implementation of active travel routes in these areas, their inclusion within the Settlement Appraisal scoring matrix would merely contribute to additional uplift for those settlements that already score highly, and their inclusion would therefore be unlikely to affect the scoring matrix in any significant way. As a result, the presence of active travel routes has not been directly considered in the scoring system. Notwithstanding this, consideration of opportunities for active travel forms a key element of the Council’s assessment of candidate site submissions. Figure 6 illustrates the Active Travel routes within the Vale of Glamorgan and the Welsh Governments Active Travel Network Maps can be viewed [here](#).

Figure 6: Existing Active Travel Provision



10.4 Principle 2: Facilities and Services - The availability of local facilities and services in and around settlements.

10.4.1 Key Services (Health, Education, Retail Centres)

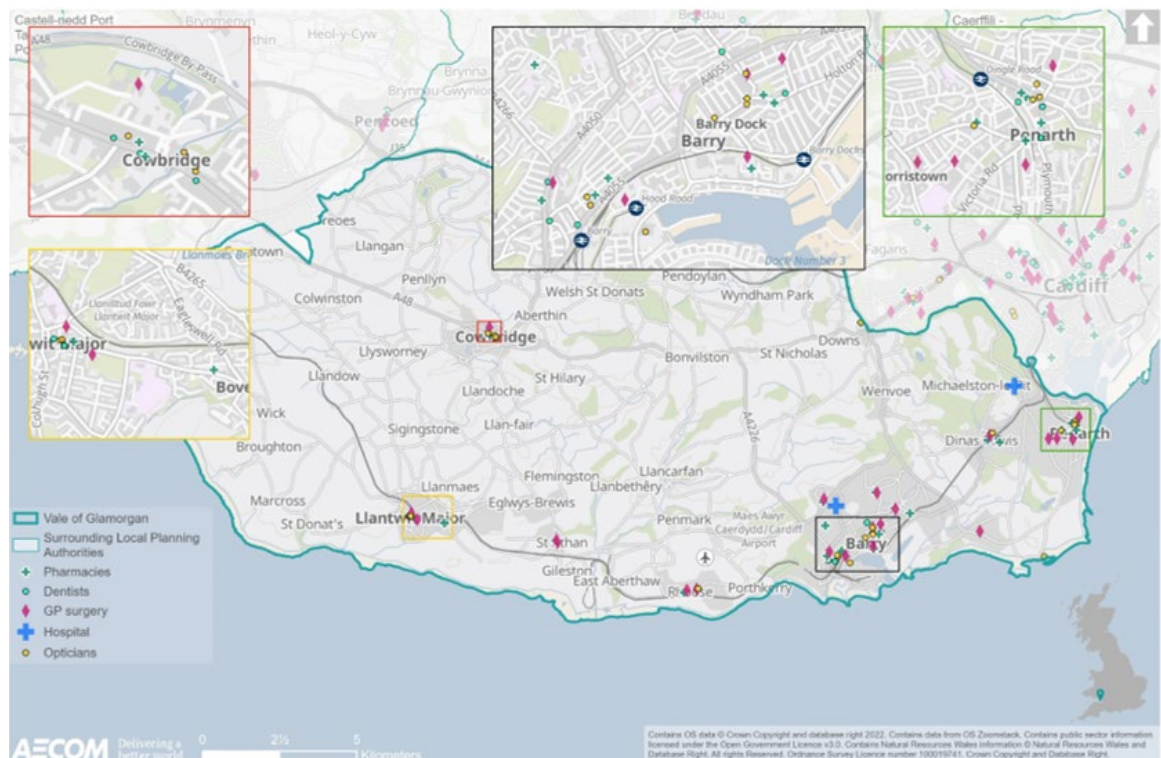
10.4.1.1 Principle 2 considers the ability of a settlement to provide for the daily needs of its residents by assessing the availability of services and facilities by quantity and variety within a settlement and also considers accessibility to services and facilities. Accordingly, within this assessment Principle 2 has been split into two elements; Principle 2.1 assesses the availability of key services and facilities within a settlement and Principle 2.2 assesses the distance to the nearest key service or facility. This reflects that availability of facilities and services and the need to travel are interrelated and that distance to key services and facilities such as a retail centre, school, or G.P practice may indicate that a settlement serves a wider catchment area than merely the settlement within which it is located. Accordingly, consideration has been given to the distance between settlements and key services, where these are not present in that settlement.

10.4.1.2 In assessing settlements against Principle 2.1, key services, and facilities such as health centres, education facilities and retail centres within each settlement were audited and scored as set out in Table 5; a maximum of three facilities in each category was awarded points. Figures 7 and 8 illustrate the locations of key education and health facilities within the Vale of Glamorgan.

Figure 7: Schools within and adjoining the Vale of Glamorgan



Figure 8: Healthcare Facilities within the Vale of Glamorgan



10.4.1.3 In respect of retail centres, the retail hierarchy in the adopted LDP, Policy MG12 – Retail Hierarchy, was utilised in the assessment which defines the retail centres as set out in Table 4. It should be noted that Policy MG12 - Retail Hierarchy included the neighbourhood retail centre at Adenfield Way, Rhose. This centre has now been demolished and replaced with residential units and has therefore not been considered in the appraisal.

Table 4: Retail Centres within the Vale of Glamorgan

Type of Retail Centre	Location
Town Centre	Barry.
District Centres	Barry (High Street/Broad Street), Cowbridge, Llantwit Major, Penarth.
Local Centres	Barry: Main Street, Cadoxton; Vere Street, Cadoxton; Park Crescent; Barry Road, nr.Cadoxton; Upper Holton Road. Dinas Powys: Cardiff Road; Dinas Powys village centre. Penarth: Cornerswell Road. Rhoose: Fontygary Road. St Athan: The Square.
Neighbourhood Centres	Barry: Bron-y-Mor; Cwm Talwg; Gibbonsdown Centre; Park Road. Boverton. Dinas Powys: Camms Corner; Castle Court/The Parade. Llantwit Major: Crawshay Drive. Penarth: Pill Street; Tennyson Road.

Table 5: Principle 2.1 - Key Service Provision Scoring Matrix:

Key Service	Score
Secondary School / Further Education College	Score for presence of each service = 10 points. Maximum = 30 points.
Primary / Nursery School	Score for presence of each service = 5 points. Maximum = 15 points.
Health Facility	Score for presence of each service = 10 points. Maximum = 30 points.
Town/District Centre	Score for presence of each service = 10 points. Maximum = 30 points.
Local Retail Centre	Score for presence of each service = 5 points. Maximum = 15 points.
Neighbourhood Retail Centre	Score for presence of each service = 3 points. Maximum = 9 points.

10.4.1.4 In assessing settlements against Principle 2.2, where key services and facilities were not located within settlements themselves, points were awarded based on the distance of the key service or facility from the settlement. Distances were measured using Google Map directions and taken from the centre of the settlement and scored as set out in Table 6. In terms of scoring of individual services and facilities, again a cap was placed on the scoring of three facilities within each category. The key services and facilities audited are listed in Appendix 2.

Table 6: Principle 2.2 - Distance to Key Services (if not present in settlement itself):

Key Service	Score
Secondary School / Further Education College	Less than 5 miles = 3 points.
Primary /Nursery School	
Health Facility	
Town/District Centre	Between 5 and 10 miles = 1 point.
Local Retail Centre	Greater than 10 miles = 0 points.
Neighbourhood Retail Centre	

Daily Needs (corner shop, post office, public house, community facilities, open space etc)

Table 7 - Service/Facility Audit Summary:

Service/Facility	Score
Regular Day to Day Needs:	Score presence of each facility
Supermarket	3 or more of each service/facility = 3 points max. 2 to 3 of each service/facility = 2 points. 1 of each service/facility = 1 point. No services- 0 points.
Convenience Store	
Other non-food store	
Post Office	
Bank	
Petrol Filling Station	
Post Box	
Community and Recreation Facilities:	Score presence of each facility
Public Hall e.g. Community/village/church hall or scout hall	3 or more of each service/facility = 3 points max. 2 to 3 of each service/facility = 2 points. 1 of each service/facility = 1 point. No services- 0 points.
Library	
Place of Worship	
Publicly Accessible Open Space	
Sports pitch	
Childs Play Area	
Food/Drink Outlets:	Score presence of each facility
Public House	3 or more of each service/facility = 3 points max. 2 to 3 of each service/facility = 2 points. 1 of each service/facility = 1 point.
Restaurant	
Café	

Bar	No services- 0 points.
Takeaway	

10.4.1.5 An audit of other services and facilities, as listed in Table 7, was also undertaken and the same principle for capping the provision of each type of service/facility at three points was applied.

10.4.1.6 The facilities and services listed in Table 7 were categorised based on their functions within settlements. For instance, several features such as banks, petrol stations and supermarkets were deemed as facilities/services that people need to be able to access to fulfil daily needs. The existence of such services/facilities within or near the smaller, more rural settlements also has the potential to decrease commuting distances associated with a range of activities, reducing reliance on private car use. Other facilities, such as libraries and sports pitches whilst not fundamental to addressing regular needs, are still important to residents and such amenities can help deliver and sustain sustainable communities.

10.4.2 Broadband

10.4.2.1 The benefits that broadband brings to rural communities through improved local services and improved business opportunities have been well documented. Technological improvements have changed the way that people live, work and shop. Out of necessity during the Covid 19 pandemic, many office-based workers relocated and worked from home and now, post pandemic, remote or home working is increasingly the norm for a large proportion of the working population. In addition, the internet has forever changed the way we shop for both smaller and larger items.

10.4.2.2 Broadband provision across the Vale of Glamorgan is extensive with approximately 98.5 percent of Vale of Glamorgan residents having access to Superfast (>24Mbps) broadband services (labs.thinkbroadband.com). Therefore, although it is accepted that access/use is restricted by an individual's ability to pay, high-speed broadband is technically available throughout the Vale and thus, has not formed a part of this assessment and has not influenced the settlement hierarchy scoring.

10.5 Principle 3: Employment Opportunities - The level of employment opportunities in and around settlements.

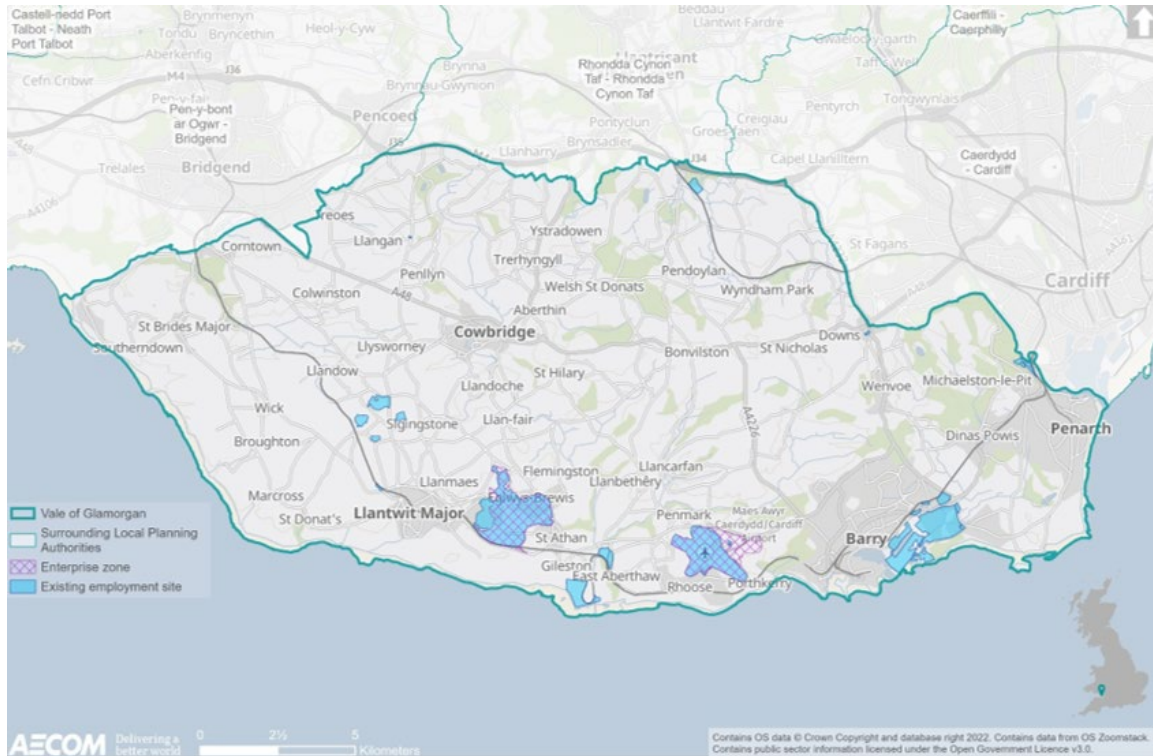
Table 8 - Employment Opportunities Scoring Matrix:

Employment Opportunity	Score
Protected Employment Site within settlement	20 points.
Identified Business/Industrial Sites or Mixed-Use Sites within settlement	20 points.
Other Employment Opportunity (B1/B2 use) within settlement	10 points.
Proximity to Protected/Identified Employment Site or Main Town Centre if not within the settlement	Less than 5 miles = 5 points. 5 miles to 10 miles = 3 points. Greater than 10 miles = 1 point.

10.5.1 Principle 3 relates to the location of employment opportunities in or around a settlement. This gives an indication of the economic sustainability of an area, including the ability/potential to reduce the need to travel to work. Table 8 illustrates how settlement scores were awarded and shows that higher scores were given if employment sites were located within the settlements themselves, reflecting the benefits that this can have for local people and for the sustainability of settlements.

10.5.2 If employment sites were not located within settlements, scores were again awarded based on how far away settlements were from their nearest Protected/Identified Employment Site, (as currently defined in the adopted LDP) or main Town Centre recognising the employment opportunities that these provide. While it is recognised that there is no certainty that these local employment opportunities will be taken up by residents, it is nevertheless important that they are considered within the assessment. Figure 9 illustrates the distribution of employment sites across the Vale of Glamorgan.

Figure 9: Vale of Glamorgan Employment Sites and Enterprise Zones



10.6 Settlement Resident Population

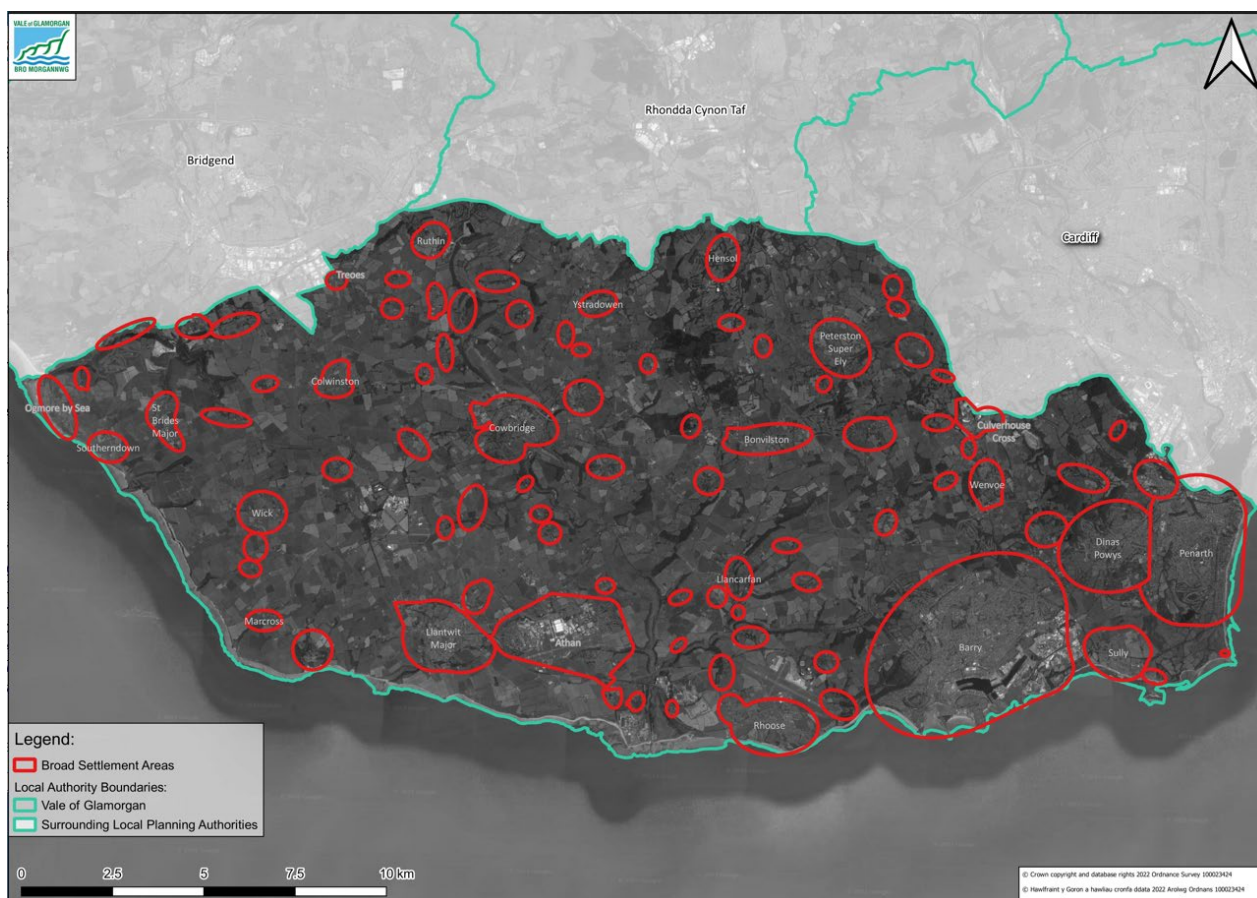
10.6.1 The DPM recommends that the size of a settlement is considered in the settlement assessment. However, in undertaking the appraisal, official population figures for each settlement were not available at the geographical scale used within this study. Consequently, for the purposes of the assessment, settlement population figures have been derived using household counts from the Local Land and Property Gazetteer (LLPG) register. The “Residential” category was used to produce a count per settlement, an average household size of 2.26 (derived from the 2021 Census) was then applied to each settlement figure to provide a population count. The scores awarded for population size are shown in Table 9 below.

10.6.2 As in the Council’s previous appraisals, settlements were defined by drawing a polygon around each settlement to capture all residential dwellings deemed to form a part of the settlement. The plan at Figure 10 illustrates the settlement polygons used in this appraisal and Appendix 3 illustrates the population figures for each settlement within the assessment.

Table 9 – Population Size Scoring Matrix:

Population Size	Score
>10,000	20 Points.
5,000 – 9,999	15 Points.
1,500 – 4,999	10 Points.
500 – 1,499	5 Points.
250 - 499	2 Points.
100 - 249	1 Points.
<100	0 Points.

Figure 10: Vale of Glamorgan Settlements



11 SETTLEMENT REVIEW INITIAL RANKINGS AND ANALYSIS

- 11.1** The following section of this report presents the analysis and evidence, with recommendations, to underpin the Settlement Hierarchy.
- 11.2** The DPM recommends that LPAs should consider the most practicable way of presenting the results of their settlement assessments, such as a scoring system, or RAG (Red, Amber, and Green) analysis (para 5.17 refers). This forms the basis for the settlement hierarchy, identifying which settlements are most sustainable and have the capacity to deliver growth. For this appraisal, a scoring system has been used to undertake the initial assessment of the settlements.
- 11.3** Table 10 below shows the total scores achieved by each settlement against the three key principles and scoring mechanisms outlined above. The score for each settlement is purely a quantitative indication of how the settlements have performed across all these factors and has been used to inform the initial ranking of settlements shown.
- 11.4** It is clear from Table 10, that, the main towns of Barry, Penarth, Llantwit Major and Cowbridge all scored highest across all three principles, reflecting their role as the main economic and retailing centres in the Vale of Glamorgan, offering a range of services, facilities and sustainable transport options. These towns generally also include the key services and facilities such as primary, secondary and higher education and health-care facilities that serve a wider catchment than merely the resident settlement population. These scores support the continuation of Barry's role as a Key Settlement and Cowbridge, Llantwit Major and Penarth as Service Centre Settlements, containing a range of services and facilities that meet the needs of their resident populations and those of neighbouring settlements.
- 11.5** Outside of the main towns, the larger villages such as Rhoose, Dinas Powys, Sully, St Athan and Wenvoe all score well in terms of services and facilities, sustainable transport, and distances to key services located elsewhere. This again reinforces their role as important Primary Settlements within the hierarchy. Below these, most settlements are primarily rural in nature with scores across all measures varying in terms of public transport and accessibility, services and facilities and employment.

Table 10: Settlement Scores against the Three Assessment Principles.

Ranking	Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Services	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
1	Barry	292	46	18	109	44	55	20
2	Penarth	229	43	18	86	44	18	20
3	Llantwit Major	179	24	16	68	36	20	15
4	Cowbridge	154	7	16	65	36	20	10
5	Dinas Powys	149	29	18	36	31	20	15
6	Rhose	137	18	18	48	25	18	10
7	St Athan	120	11	18	30	26	25	10
8	Llandough (Penarth)	117	41	18	15	13	20	10
9	Sully	81	13	18	15	17	8	10
10	Wenvoe	61	8	18	5	17	8	5
11	Wick	59	8	16	5	17	8	5
12	Culverhouse Cross	57	13	16	0	17	6	5
13	Ewenny	48	8	12	0	17	8	2
14	Corntown	46	8	12	0	15	8	2
15	St Brides Major	44	6	11	5	13	4	5
16	Colwinston	43	6	14	5	8	8	2
17	St Donats	39	6	16	5	3	8	1
18	St Nicholas	39	8	8	5	9	4	5
19	Bonvilston	38	6	12	0	9	6	5
20	Fferm Goch	38	3	12	5	4	13	1
21	Leckwith	38	8	18	0	4	8	0
22	Fonmon	37	8	18	0	3	8	0
23	Peterston Super Ely	37	5	8	5	10	4	5
24	St Hilary	37	6	18	0	4	8	1
25	Llandow	36	7	16	0	4	8	1
26	Ystradowen	36	5	14	0	8	4	5
27	Llanmaes	35	3	15	0	7	8	2

Ranking	Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Services	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
28	Marcross	35	8	16	0	3	8	0
29	Pendoylan	35	3	10	5	8	8	1
30	Aberthin	34	5	14	0	7	6	2
31	Broughton	34	8	16	0	1	8	1
32	Llancarfan	34	3	16	0	6	8	1
33	Llysworney	34	5	16	0	4	8	1
34	Pentre Meyrick	34	8	16	0	2	8	0
35	The Herberts	34	1	18	5	2	8	0
36	Graig Penllyn	33	3	14	0	7	8	1
37	Gileston	32	3	18	0	3	8	0
38	Michaelston le Pit	32	3	18	0	2	8	1
39	Ogmore by Sea	32	1	7	0	13	6	5
40	Penmark	32	1	18	0	4	8	1
41	Swanbridge	32	3	18	0	4	6	1
42	Flemingston	31	3	18	0	2	8	0
43	Sigingstone	31	3	16	0	3	8	1
44	St Andrews Major	31	3	18	0	2	8	0
45	The Downs	31	6	14	0	2	8	1
46	Aberthaw (East)	30	8	10	0	3	8	1
47	Llandough (Cow)	30	3	18	0	1	8	0
48	Penllyn	30	3	14	0	4	8	1
49	Porthkerry	30	3	18	0	1	8	0
50	St Mary Church	30	1	18	0	2	8	1
51	Lavernock	29	1	18	0	2	8	0
52	Llancadle	29	3	16	0	2	8	0
53	Moulton	29	3	18	0	2	6	0
54	Treoes	29	1	12	0	6	8	2
55	Monknash	28	3	14	0	3	8	0
56	Pancross	28	3	18	0	1	6	0
57	Hensol	27	7	10	0	3	6	1

Ranking	Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to Key Services	Principle 2.1 Key Services	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
58	Llanbethery	27	3	16	0	2	6	0
59	Tredogan	27	1	18	0	0	8	0
60	Twyn-yr-Odyn	27	3	16	0	4	4	0
61	Walterston	27	3	18	0	0	6	0
62	Llanmihangel	26	1	16	0	1	8	0
63	Llantrithyd	26	3	16	0	3	4	0
64	Southerndown	26	8	7	0	6	4	1
65	Llansannor	25	3	14	0	2	6	0
66	Penn Onn	25	1	16	0	0	8	0
67	Dyffryn	24	3	14	0	1	6	0
68	Llangan	24	1	12	0	3	8	0
69	St Brides Super Ely	24	7	8	0	3	6	0
70	St Lythans	24	1	16	0	1	6	0
71	Welsh St Donats	24	3	14	0	3	4	0
72	Aberthaw (West)	23	3	10	0	2	8	0
73	City	23	1	14	0	2	6	0
74	Gwern y Steeple	23	7	8	0	2	6	0
75	Tair Onen	23	6	12	0	1	4	0
76	Trerhyngyll	23	3	14	0	1	4	1
77	St Georges	22	7	8	0	3	4	0
78	St Mary Hill	22	3	12	0	1	6	0
79	Drope	20	5	8	0	1	6	0
80	Ruthin	20	1	12	0	1	6	0
81	Maendy	19	1	14	0	0	4	0
82	Tre-Dodridge	19	1	10	0	0	8	0
83	Castle Upon Alun	18	1	10	0	1	6	0
84	Lampha	17	1	8	0	0	8	0
85	Ogmore Village	17	3	5	0	3	6	0
86	Norton	16	3	7	0	0	6	0
87	St Y Nyll	15	1	8	0	0	6	0

11.6 In order to provide a clear assessment of the overall ranking of settlements set out in Table 10 and refine this into a defined settlement hierarchy, the following section provides an analysis of settlements against each of the three core principles. This utilises green, amber and red colour coding of scores to highlight differences in terms of accessibility and service/facility availability, both within and between settlements.

11.7 Principle 1 Analysis – The level of sustainable transport and accessibility in and around settlements

11.7.1 The reliance on the car to access employment or other services and facilities is a key issue affecting all settlements within the Vale of Glamorgan but is more acute within rural parts of the Vale. Nevertheless, settlements that contain a good level of services and facilities and/or good public transport links will encourage easier and more sustainable access to services than those settlements where one or both are absent. This level of service, facility and public transport provision is also more capable of supporting the rural community without access to a car.

11.7.2 The proximity to a main settlement in terms of access to their level of facilities and services is an important sustainability consideration. The presence of services and facilities in some settlements may be limited however, they may still be considered relatively sustainable as their proximity to other, larger settlements where such services and facilities are located, can reduce commuting distances.

11.7.3 Accordingly, when assessing the accessibility of settlements Principle 1 considers the availability of public transport services within each settlement, based upon frequency and connectivity to the main settlements within and adjoining the Vale (Principle 1.1 and 1.2). Whereas Principle 2 (Principle 2.1 and 2.2) examines accessibility in relation to the availability of key services and facilities within settlements and distance to such services where they may not be present within the settlement itself.

11.7.4 In addition to commercial public transport services, the Council operates a Greenlinks Community Transport Scheme which provides an on-request transport service covering the Vale of Glamorgan. This provides access to health-care and other facilities using a 'dial-a-ride' approach. Whilst providing a valuable service for residents across the Vale, as it is operated on an on-demand basis, this provision has not been included within the scoring system for this appraisal.

11.7.5 Table 11 below provides a summary of the level of public transport based on the assessment of the number and frequency of bus services, connectivity to main centres, the availability of rail services and the distance to rail stations.

11.7.6 The settlements with the highest scores in terms of public transport frequency and connectivity were the urban settlements of Barry, Penarth, Llantwit Major, as well as the larger towns and villages situated on main bus routes within the Vale. These include Culverhouse Cross, Cowbridge, Llandough (Penarth) Dinas Powys, Rhoose and Sully.

11.7.7 Outside of these settlements there are also a group of rural settlements that benefit from one regular bus services (i.e. hourly bus services) that connects to a main centre and are also within 5 miles from a main railway station (scores of between 6 and 8 (Table 11)). However, of the settlements surveyed, a large proportion of rural settlements were found not to have a regular bus service, illustrating the disparities that exist across the Vale in terms of public transport provision and accessibility.

Table 11- Public Transport Accessibility and Frequency- Bus and Rail:

Score: Services (a score is awarded for each service.) Bus Services (an additional 2 points is awarded where the routes provide a connection to a main centre including a centre within a neighbouring local authority).				
Bus Service every 30 minutes or less 5 points.		Bus Service between 30 and 60 minutes 3 points.		Bus More than hourly (daytime and evening) 1 points. No Bus Service 0 points.
Rail Service Train station in Settlement 10 points.		Rail Service Less than 5 miles from settlement 3 points.		Rail Service Between 5 miles to 10 miles from settlement 1 point.
Ranking	Settlement	Score Total	Bus Frequency and connectivity score	Rail Services Score
1	Barry	46	36	10
2	Penarth	43	33	10
3	Llandough (Penarth)	41	38	3
4	Dinas Powys	29	19	10
5	Llantwit Major	24	14	10
6	Rhose	18	8	10
7	Culverhouse Cross	13	10	3
8	Sully	13	10	3
9	St Athan	11	8	3
10	Aberthaw (East)	8	5	3
11	Broughton	8	5	3
12	Corntown	8	5	3
13	Ewenny	8	5	3
14	Fonmon	8	5	3
15	Leckwith	8	5	3
16	Marcross	8	5	3
17	Pentre Meyrick	8	5	3
18	Southerndown	8	5	3
19	St Nicholas	8	5	3
20	Wenvoe	8	5	3
21	Wick	8	5	3
22	Cowbridge	7	4	3
23	Gwern y Steeple	7	4	3
24	Hensol	7	4	3
26	St Brides Super Ely	7	4	3
27	St Georges	7	4	3
28	Bonvilston	7	4	3
29	Colwinston	6	5	1
30	St Brides Major	6	5	1
31	St Donats	6	5	1
32	St Hilary	6	5	1
33	Tair Onen	6	5	1
34	The Downs	6	5	1
35	Aberthin	6	5	1
36	Drope	5	4	1

Ranking	Settlement	Score Total	Bus Frequency and connectivity score	Rail Services Score
37	Llysworney	5	4	1
38	Peterston Super Ely	5	4	1
39	Ystradowen	5	4	1
40	Aberthaw (West)	5	4	1
41	Dyffryn	3	0	3
42	Fferm Goch	3	0	3
43	Flemingston	3	0	3
44	Gileston	3	0	3
45	Graig Penllyn	3	0	3
46	Llanbethery	3	0	3
47	Llancadle	3	0	3
48	Llancarfan	3	0	3
49	Llandough (Cow)	3	0	3
50	Llanmaes	3	0	3
51	Llansannor	3	0	3
52	Llantrithyd	3	0	3
53	Michaelston le Pit	3	0	3
54	Monknash	3	0	3
55	Moulton	3	0	3
56	Norton	3	0	3
57	Ogmore Village	3	0	3
58	Pancross	3	0	3
59	Pendoylan	3	0	3
60	Penllyn	3	0	3
61	Porthkerry	3	0	3
62	Sigingstone	3	0	3
63	St Andrews Major	3	0	3
64	St Mary Hill	3	0	3
65	Swanbridge	3	0	3
66	Trerhyngyll	3	0	3
67	Twyn-yr-Odyn	3	0	3
68	Walterston	3	0	3
69	Welsh St Donats	3	0	3
70	Castle Upon Alun	1	0	1
71	City	1	0	1
72	Lavernock	1	0	1
73	Llangan	1	0	1
74	Llanmihangel	1	0	1
75	Maendy	1	0	1
76	Ogmore by Sea	1	0	1
77	Penmark	1	0	1
78	Penn Onn	1	0	1
79	Ruthin	1	0	1
80	St Lythans	1	0	1
81	St Mary Church	1	0	1

Ranking	Settlement	Score Total	Bus Frequency and connectivity score	Rail Services Score
82	St Y Nyll	1	0	1
83	The Herberts	1	0	1
84	Tre-Dodridge	1	0	1
85	Tredogan	1	0	1
86	Treoes	1	0	1
87	Lampha	1	0	1

11.8 Principle 2.1 Analysis – The availability of local facilities and services in and around settlements.

11.8.1 Key Services and Facilities

11.8.1.1 The extent and range of retail, community and service facilities in a settlement is a good indication of its socio-economic sustainability. In assessing the availability of facilities, this methodology has sought to identify the role of settlements by applying a higher score to the availability of Town, Local and Neighbourhood Centres within settlements, as well as services that serve a wider catchment area, namely schools and health facilities.

11.8.1.2 Table 12 provides a summary of the settlements where key services are present, and again illustrates that the settlements that contain the highest number of key services are Barry, Penarth, Llantwit Major, Cowbridge. The table also highlights several smaller rural villages which contain a primary school, indicating that they may provide a supporting function for nearby smaller rural settlements.

Table 12: Settlements with Key Services:

Maximum of 3 Key Facilities Scored in Settlement	Secondary School / Further Education College	Primary / Nursery School	Health Facility	Town or District Centre	Local Retail Centre	Neighbourhood Retail Centre	Total Score
Settlement	Score						
	10	5	10	10	5	3	
Barry	30	15	30	10	15	9	109
Penarth	20	15	30	10	5	6	86
Llantwit Major	10	15	30	10	0	3	68
Cowbridge	10	15	30	10	0	0	65
Rhoose	0	10	30	0	5	3	48
Dinas Powys	0	10	10	0	10	6	36
St Athan	0	5	20	0	5	0	30
Llandough (Penarth)	0	5	10	0	0	0	15
Sully	0	5	10	0	0	0	15
Colwinston	0	5	0	0	0	0	5
Fferm Goch	0	5	0	0	0	0	5
Pendoylan	0	5	0	0	0	0	5
Peterston Super Ely	0	5	0	0	0	0	5
St Brides Major	0	5	0	0	0	0	5
St Donats	0	5	0	0	0	0	5
St Nicholas	0	5	0	0	0	0	5
The Herberts	0	5	0	0	0	0	5
Wenvoe	0	5	0	0	0	0	5
Wick	0	5	0	0	0	0	5

11.9 Principle 2.2 Analysis - The availability of local facilities and services in and around settlements.

11.9.1 Day to Day Services and Facilities

11.9.1.1 In addition to key services, other services used to address daily needs also provide an important role within settlements. Local shops facilitate day-to-day shopping for essential goods, whilst community facilities and pubs provide a focus for local communities. However, the role that these services and facilities may play within a specific settlement are difficult to ascertain; therefore, each has been scored equally. Table 13 below provides the ranking of settlements based upon the level of facilities with each settlement, with a maximum score of three awarded for each category. Larger settlements such as Barry may have a greater number of such facilities however, these have not been reflected in the scoring.

11.9.1.2 It is clear from Table 13, that the principal towns of Barry, Cowbridge, Llantwit Major and Penarth all score highly in relation to the availability of services. This confirms their role as the main centres in the Vale of Glamorgan, offering a range of services and facilities. Outside of these main centres, the larger settlements of Dinas Powys, St Athan, Rhoose, Sully, Wenvoe, Culverhouse Cross, Llandough (Penarth) also ranked well in terms of the services and facilities they can offer to residents.

11.9.1.3 Beyond the larger settlements, the assessment indicates that there are several settlements that host several day-to-day services. Outside of these settlements, a large proportion of rural settlements do however contain few or very limited levels of services and facilities such as a post box, a place of worship, pub, or restaurant.

Table 13: Daily Needs Settlement Audit Summary

Score		5 = 1 or more	3 = 3 or More Services				2 = 2 to 3 Service/facility				1 = Service/Facility			0 = Zero Service/Facility			
Ranking	Services Scored (max of 3 of each scored)		Supermarket (5 Points Max)	Convenience Store	Other Non-food	Post Office	Bank	Petrol Stn.	Post Box	Community Building (Hall, Scout Hall, Community Centre)	Library	Place of Worship	Open Space	Sports pitch	Play Area	Public House	Restaurant, Café
	Settlement	Score (Max 47)															
1	Barry	44	5	3	3	3	3	2	3	3	1	3	3	3	3	3	3
2	Penarth	44	5	3	3	3	3	2	3	3	1	3	3	3	3	3	3
3	Cowbridge	36	5	2	3	1	3	1	3	1	1	1	3	3	3	3	3
4	Llantwit Major	36	5	1	3	1	2	1	3	3	1	3	2	2	3	3	3
5	Dinas Powys	31	0	3	3	1	1	1	3	3	1	1	3	3	3	2	3
6	St Athan	26	0	2	3	0	0	0	3	3	1	3	3	3	3	2	0
7	Rhose	25	0	2	3	0	0	0	3	2	1	3	3	2	3	1	2
8	Ewenny	17	0	2	2	0	0	0	3	3	0	1	1	2	2	0	1
9	Culverhouse Cross	17	5	0	3	0	0	0	1	0	0	0	3	0	2	0	3
10	Sully	17	0	1	1	0	0	0	1	2	1	1	3	3	3	1	0
11	Wenvoe	17	0	1	0	1	0	0	3	2	0	2	1	2	2	1	2
12	Wick	17	0	1	0	1	0	0	2	1	1	2	2	2	3	2	0
13	Corntown	15	0	2	2	0	0	0	1	3	0	1	1	2	2	0	1
14	Llandough (Penarth)	13	0	0	0	0	0	0	3	2	0	2	2	1	2	1	0
15	Ogmore by Sea	13	0	1	2	1	0	0	2	1	0	1	1	0	3	0	1
16	St Brides Major	13	0	1	1	1	0	0	2	1	0	2	1	1	1	2	0
17	Peterston Super Ely	10	0	0	0	1	0	0	2	1	0	1	1	1	1	2	0
18	Bonvilston	9	0	1	0	0	0	0	3	1	0	1	0	0	1	2	0
19	St Nicholas	9	0	0	0	0	0	0	2	1	0	2	1	1	2	0	0

20	Colwinston	8	0	0	0	0	0	0	1	1	0	1	1	1	1	1	1
21	Pendoylan	8	0	1	0	0	0	0	1	1	0	1	1	0	1	1	1
22	Ystradowen	8	0	0	0	0	0	1	1	1	0	1	2	0	1	1	0
23	Aberthin	7	0	0	0	0	0	0	1	1	0	1	1	0	1	2	0
24	Graig Penllyn	7	0	0	0	0	0	0	1	0	0	0	2	2	1	1	0
25	Llanmaes	7	0	0	0	0	0	0	1	1	0	1	0	1	2	1	0
26	Llancarfan	6	0	0	0	0	0	0	2	1	0	1	0	1	0	1	0
27	Southerndown	6	0	0	0	0	0	0	1	0	0	1	1	1	0	1	1
28	Treoes	6	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0
29	Fferm Goch	4	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0
30	Leckwith	4	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0
31	Llandow	4	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0
32	Llysworney	4	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0
33	Penllyn	4	0	0	0	0	0	0	1	1	0	1	0	0	0	1	0
34	Penmark	4	0	0	0	0	0	0	1	1	0	1	0	0	0	1	0
35	St Hilary	4	0	0	0	0	0	0	1	1	0	1	0	0	0	1	0
36	Swanbridge	4	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1
37	Twyn-yr-Odyn	4	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0
38	Aberthaw (East)	3	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
39	Fonmon	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
40	Gileston	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0
41	Hensol	3	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
42	Llangan	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
43	Llantrithyd	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0
44	Marcross	3	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0
45	Monknash	3	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0
46	Ogmore Village	3	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0
47	Sigingstone	3	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0
48	St Brides Super Ely	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
49	St Donats	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
50	St Georges	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0

51	Welsh St Donats	3	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
52	Aberthaw (West)	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
53	City	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
54	Flemingston	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
55	Gwern y Steeple	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
56	Lavernock	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
57	Llanbethery	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
58	Llancadle	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
59	Llansannor	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
60	Michaelston le Pit	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
61	Moulton	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
62	Pentre Meyrick	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
63	St Andrews Major	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
64	St Mary Church	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
65	The Downs	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
66	The Herberts	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
67	Broughton	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
68	Castle Upon Alun	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
69	Drope	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
70	Dyffryn	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
71	Llandough (Cow)	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
72	Llanmihangel	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
73	Pancross	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
74	Porthkerry	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
75	Ruthin	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
76	St Lythans	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
77	St Mary Hill	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
78	Tair Onen	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
79	Trerhyngyll	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
80	Lampha	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
81	Maendy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

82	Norton	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	Penn Onn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	St Y Nyll	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
85	Tre-Dodridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
86	Tredogan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
87	Walterston	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

11.10 Principle 3 Analysis - The level of employment opportunities in and around settlements.

11.10.1 Local employment opportunities provide a positive indicator of a settlement's vibrancy and sustainability, especially if there is a significant range of opportunities available. While there is no guarantee that these opportunities will be taken up by residents it is important to understand the possible employment opportunities available in each settlement.

11.10.2 To consider employment accessibility an assessment of the distance between a settlement and the nearest local employment site was measured and has been considered within this appraisal. Additionally, a score was awarded based on the employment opportunities available within the town and local retail centres utilising a distance weighting as an indicator of accessibility.

11.10.3 The settlements that score well against this principle were the larger of the urban centres, as well as St Athan and Rhoose due to their proximity to strategic employment at Bro Tathan and Rhoose Enterprise Zones, and employment allocations associated with the Enterprise Zone designations. Similarly, the proximity of several smaller settlements to important local employment sites such as those at Llandow with its central location in the Vale resulted in an even distribution of scores in relation to potential employment. Table 14 below illustrates the scoring apportioned to employment opportunities.

Table 14: Employment Opportunities

		Measure	Protected Employment Site within settlement	Identified Business/Industrial Sites or Mixed-Use Sites within settlement	Other Employment Opportunity (B1/B2 use) within settlement	Proximity to Protected/Identified Employment Site if not within the settlement	Distance to Town centre
	Settlement	Score	20 points	20 points	10 points	Less than 5 miles = 5 points. Less than 5 miles = 5 points. Greater than 10 miles = 1 point.	Less than 5 miles = 5 points. Less than 5 miles = 5 points. Greater than 10 miles = 1 point.
1	Barry	55	20	20	10	NA	5
2	St Athan	25	20	0	0	NA	5
3	Cowbridge	20	0	0	10	5	5
4	Dinas Powys	20	0	0	10	5	5
5	Llandough (Penarth)	20	0	0	10	5	5
6	Llantwit Major	20	0	0	10	5	5
7	Penarth	18	0	0	10	5	3
8	Rhoose	18	0	0	10	5	3
9	Fferm Goch	13	0	0	10	NA	3
10	Aberthaw (East)	8	0	0	0	5	3
11	Aberthaw (West)	8	0	0	0	5	3
12	Broughton	8	0	0	0	5	3
13	Colwinston	8	0	0	0	5	3
14	Corntown	8	0	0	0	5	3
15	Ewenny	8	0	0	0	5	3
16	Flemingston	8	0	0	0	5	3
17	Fonmon	8	0	0	0	5	3

18	Gileston	8	0	0	0	5	3
19	Graig Penllyn	8	0	0	0	5	3
20	Lampha	8	0	0	0	5	3
21	Lavernock	8	0	0	0	5	3
22	Leckwith	8	0	0	0	5	3
23	Llancadle	8	0	0	0	5	3
24	Llancarfan	8	0	0	0	5	3
25	Llandough (Cow)	8	0	0	0	5	3
26	Llandow	8	0	0	0	5	3
27	Llangan	8	0	0	0	5	3
28	Llanmaes	8	0	0	0	5	3
29	Llanmihangel	8	0	0	0	5	3
30	Llysworney	8	0	0	0	5	3
31	Marcross	8	0	0	0	5	3
32	Michaelston le Pit	8	0	0	0	5	3
33	Monknash	8	0	0	0	5	3
34	Pendoylan	8	0	0	0	5	3
35	Penllyn	8	0	0	0	5	3
36	Penmark	8	0	0	0	5	3
37	Penn Onn	8	0	0	0	5	3
38	Pentre Meyrick	8	0	0	0	5	3
39	Porthkerry	8	0	0	0	5	3
40	Sigingstone	8	0	0	0	5	3
41	St Andrews Major	8	0	0	0	5	3
42	St Donats	8	0	0	0	5	3
43	St Hilary	8	0	0	0	5	3
44	St Mary Church	8	0	0	0	5	3
45	Sully	8	0	0	0	5	3
46	The Downs	8	0	0	0	5	3
47	The Herberts	8	0	0	0	5	3
48	Tre-Dodridge	8	0	0	0	5	3

49	Tredogan	8	0	0	0	5	3
50	Treoes	8	0	0	0	5	3
51	Wenvoe	8	0	0	0	5	3
52	Wick	8	0	0	0	5	3
53	Aberthin	6	0	0	0	5	1
54	Bonvilston	6	0	0	0	3	3
55	Castle Upon Alun	6	0	0	0	3	3
56	City	6	0	0	0	3	3
57	Culverhouse Cross	6	0	0	0	5	1
58	Drope	6	0	0	0	3	3
59	Dyffryn	6	0	0	0	3	3
60	Gwern y Steeple	6	0	0	0	3	3
61	Hensol	6	0	0	0	5	1
62	Llanbethery	6	0	0	0	5	1
63	Llansannor	6	0	0	0	3	3
64	Moulton	6	0	0	0	5	1
65	Norton	6	0	0	0	3	3
66	Ogmore by Sea	6	0	0	0	3	3
67	Ogmore Village	6	0	0	0	3	3
68	Pancross	6	0	0	0	3	3
69	Ruthin	6	0	0	0	3	3
70	St Brides Super Ely	6	0	0	0	3	3
71	St Lythans	6	0	0	0	3	3
72	St Mary Hill	6	0	0	0	5	1
73	St Y Nyll	6	0	0	0	3	3
74	Swanbridge	6	0	0	0	5	1
75	Walterston	6	0	0	0	3	3
76	Llantrithyd	4	0	0	0	3	1
77	Maendy	4	0	0	0	3	1
78	Peterston Super Ely	4	0	0	0	3	1
79	Southerndown	4	0	0	0	3	1

80	St Brides Major	4	0	0	0	3	1
81	St Georges	4	0	0	0	3	1
82	St Nicholas	4	0	0	0	3	1
83	Tair Onen	4	0	0	0	3	1
84	Trerhyngyll	4	0	0	0	3	1
85	Twyn-yr-Odyn	4	0	0	0	3	1
86	Welsh St Donats	4	0	0	0	3	1
87	Ystradowen	4	0	0	0	3	1

12 CONCLUSIONS

12.1 The findings of the Settlement Appraisal Review largely reinforce earlier studies with only three changes within the settlement rankings; Wick and Culverhouse Cross are now classified as 'Primary Settlements' and Southerndown reclassified within the 'Hamlet and Smaller Rural Settlement' category. The assessment again demonstrates that the Vale of Glamorgan hosts a diverse range of settlements containing a wide range of services and facilities, and which perform a variety of roles and functions in support of the communities that they serve.

12.2 In progressing the RLDP, there is a need to make clear the choices for distribution of new development across the Plan area. New development should reflect and support the role and function of the Vale's settlements and communities, assisting placemaking and encouraging and facilitating the use of sustainable transport. Failure to respect the scale and function of places can lead to inappropriate development and result in unsustainable patterns of transportation, loss of environmental quality and local character, reduced economic prosperity and hinder social inclusion and the creation of balanced communities.

12.3 It is considered that the categorisation of the Vale's settlements into four categories best represent the role, character, and function of settlements. These are:

- **Key and Service Centre Settlements**
- **Primary Settlements**
- **Minor Rural Settlements**
- **Hamlets and Smaller Rural Settlements.**

12.4 Settlement Categorisation and Settlement Hierarchy

12.5 Key and Service Centre Settlements:

- **Key Settlement:** Barry
- **Service Centre Settlements:** Cowbridge, Llantwit Major, Penarth

12.5.1 These are the largest of the Vale’s settlements and are the main centres of population, with generally greater than 4,000 residents. They contain a wide variety of services and facilities, and act as important transport hubs being well served by public transport (either rail and bus or both). The levels of available services and facilities is reflected in the high overall assessment scores.

12.5.2 At the top of the hierarchy is key settlement of Barry, which is the largest of the Vale’s towns, and is the administrative centre for the Vale of Glamorgan. The town has a much larger population than other settlements within the Vale and provides for a range of strategic services and facilities including employment, retail, and transport. Barry is also a focal point for tourism within the Vale and is an important hub for social and economic activity. This assessment illustrates that Barry scores well against each principle within the audit, with a wide range of key services such as higher and secondary education, established retail centres and health-care facilities that serve the town and the wider catchment area. The town benefits from good transport infrastructure (both rail and bus), that provides good accessibility for residents and connectivity to/from neighbouring settlements within and beyond the Vale. For these reasons Barry is the Key Settlement within the hierarchy.

12.5.3 While the settlements of Cowbridge, Penarth and Llantwit Major are different in character to each other in terms of their size and locations, they are considered to play similar roles (given their general strategic functions). As well as having significant resident populations, each settlement offers good public transport, a range of local employment opportunities, established retail centres and a wide range of cultural, educational and community services and facilities. For these reasons these settlements have been classed as Service Centre Settlements reflecting their role in providing a range of services that serve the daily needs of their residents and acting as important hubs for those living in nearby smaller settlements.

Table 15: Key and Service Centre Settlements Overall Score:

Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Facilities	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
Barry	292	46	18	109	44	55	20
Penarth	229	43	18	86	44	18	20
Llantwit Major	179	24	16	68	36	20	15
Cowbridge	154	7	16	65	36	20	10

12.6 Primary Settlements:

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

12.6.1 The 8 places identified as Primary Settlements are generally characterised by having smaller, but not insignificant resident populations, usually over 1,000 residents (Wick pop'n = 755), and typically at least one key service or facility (school, health service or local or neighbourhood shopping centre). They also support a range of day-to-day services, as well as benefiting from frequent public transport services (either bus and/or rail) and access to an element of local employment. The presence of at least one key service or facility also indicates that the settlement plays a supporting role to neighbouring smaller settlements such as those that fall within a catchment area of a school or health practice. As a result, these settlements have scored relatively well across all three principles.

12.6.2 St. Athan is increasingly playing an important strategic employment role and the Primary Settlements of Dinas Powys, Llandough (Penarth), Rhoose, Sully, St. Athan and Wenvoe play an important role in meeting housing need and in providing some key local services and facilities. The Primary Settlements complement the role of the Key and Service Centre Settlements in that they provide for the needs of residents and cater for the needs of the surrounding wider rural areas. They offer key services and facilities, which are vital to their role as sustainable communities, reducing the need to travel to higher order settlements such as Barry or the Service Centre Settlements for day-to-day needs. These facilities include primary schools, small convenience shops, food and drink outlets, some small-scale employment provision and regular public transport.

12.6.3 As a result of the review, Culverhouse Cross and Wick have now been included in this category of settlements reflecting population growth as well as the range of services and accessibility offered. While it is acknowledged that these smaller settlements have a different size and function to the larger settlements in this tier, there is inevitably a 'range' within each tier, and the smaller places still demonstrate enough services, facilities and linkages to be considered sufficiently sustainable (to be included in this tier).

Table 16: Primary Settlements Overall Score:

Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Facilities	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
Dinas Powys	149	29	18	36	31	20	15
Rhosee	137	18	18	48	25	18	10
St Athan	120	11	18	30	26	25	10
Llandough (Penarth)	117	41	18	15	13	20	10
Sully	81	13	18	15	17	8	10
Wenvoe	61	8	18	5	17	8	5
Wick	59	8	16	5	17	8	5
Culverhouse Cross	57	13	16	0	17	6	5

12.7 Minor Rural Settlements

Aberthaw (East)
Aberthin
Bonvilston
Colwinston
Corntown
Ewenny
Fferm Goch

Graig Penllyn
Llancarfan
Llandow
Llanmaes
Llysworney
Ogmore by Sea
Pendoylan

Penllyn
Peterston Super Ely
Sigingstone
St Brides Major
St Nicholas
Treoos
Ystradowen

12.7.1 This group of 21 Minor Rural Settlements contain a more limited but nonetheless important range of services and facilities than the Primary Settlements detailed above. Notwithstanding this, they have performed well when considered against other (typically smaller) rural settlements and are considered to provide a range of services and facilities that play a functional role in meeting some of the basic needs of residents within rural areas, reducing the need to travel. In this respect, they have an important functional role to play in supporting rural communities.

12.7.2 The settlements within this category generally scored between 25 and 40 due to a factor such as benefiting from a reasonably frequent rural bus service and / or the presence of a primary school, shop, public house, or other comparable service within the settlement. The proximity to key services located within larger main settlements was also a contributing factor in the identification of these settlements. Populations within these settlements varies considerably and ranges from almost 100 to 1,500 residents.

Table 17: Minor Rural Settlements Overall Score:

Settlement	Total Score	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Facilities	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
Ewenny	48	8	12	0	17	8	2
Corntown	46	8	12	0	15	8	2
St Brides Major	44	6	11	5	13	4	5
Colwinston	43	6	14	5	8	8	2
St Nicholas	39	8	8	5	9	4	5
Bonvilston	38	6	12	0	9	6	5
Fferm Goch	38	3	12	5	4	13	1
Peterston Super Ely	37	5	8	5	10	4	5
Llandow	36	7	16	0	4	8	1
Ystradowen	36	5	14	0	8	4	5
Llanmaes	35	3	15	0	7	8	2
Pendoylan	35	3	10	5	8	8	1
Aberthin	34	5	14	0	7	6	2
Llancarfan	34	3	16	0	6	8	1
Llysworney	34	5	16	0	4	8	1
Graig Penllyn	33	3	14	0	7	8	1
Ogmore by Sea	32	1	7	0	13	6	5
Sigingstone	31	3	16	0	3	8	1
Aberthaw (East)	30	8	10	0	3	8	1
Penllyn	30	3	14	0	4	8	1
Treoes	29	1	12	0	6	8	2

12.8 Hamlets and Smaller Rural Settlements

Aberthaw (West)
 Broughton
 Castle Upon Alun
 City
 Drope
 Dyffryn
 Flemingston
 Fonmon
 Gileston
 Gwern y Steeple
 Hensol
 Lampha
 Lavernock
 Leckwith
 Llanbethery
 Llancadle

Llanmihangel
 Llansannor
 Llantrithyd
 Maendy
 Marcross
 Michaelston le Pit
 Monknash
 Moulton
 Norton
 Ogmore Village
 Pancross
 Penmark
 Penn Onn
 Pentre Meyrick
 Porthkerry
 Ruthin

St Brides Super Ely
 St Donats
 St Georges
 St Hilary
 St Lythans
 St Mary Church
 St Mary Hill
 St Y Nyll
 Swanbridge
 Tair Onen
 The Downs
 The Herberts
 Tredogan
 Treerhyngyll
 Tre-Dodridge
 Twyn-yr-Odyn

12.8.1 These 54 settlements are generally the smaller hamlets or rural settlements comprised of either a small groups of dwellings or more sporadic/dispersed and loose knit groups of residential properties (often including isolated individual houses or farmhouses and barn conversions). These places typically have smaller resident populations, generally below 100 residents. Nonetheless, the settlements are important contributors to rural life within the Vale of Glamorgan and the character of the countryside outside of the main settlements.

12.8.2 While offering more limited services and facilities, these are commonly characterised by elements such as a post box, a place of worship, pubs, restaurants, or small areas of public open space. The residents of these settlements therefore largely rely on the amenities available within the higher order settlements to meet their everyday needs. The proximity of the smaller settlements to a main settlement for accessing facilities and services is therefore an important sustainability consideration as there will be some villages with limited facilities, which could be considered more sustainable due to their proximity to other main settlements and the facilities and services that they offer.

12.8.3 Notwithstanding this, many of the settlements are isolated, serve a limited role and function and do not have access to public transport services or basic community services or employment opportunities. Given their location and limited role and function it is reasonable to conclude that there is likely to be a higher reliance on the private car to access basic amenities in these areas. Future development in these settlements is likely to be of a very limited scale and would need to be in accordance with policies in the RLDP in respect of impact on character, and sustainability.

Table 18: Hamlets and Rural Settlements Overall Score:

Settlement	Total Score plus population	Principle 1.1 Public Transport	Principle 1.2 Distance to key Services	Principle 2.1 Key Facilities	Principle 2.2 Daily Facilities	Principle 3 Employment Opportunities	Population
Leckwith	38	8	18	0	4	8	0
Fonmon	37	8	18	0	3	8	0
St Donats	37	6	16	5	3	6	1
Marcross	35	8	16	0	3	8	0
St Hilary	35	6	18	0	4	6	1
Drope	32	5	8	0	1	18	0
Gileston	32	3	18	0	3	8	0
Pentre Meyrick	32	8	16	0	2	6	0
The Herberts	32	1	18	5	2	6	0
Broughton	32	8	16	0	1	6	1
Michaelston le Pit	32	3	18	0	2	8	1
Penmark	32	1	18	0	4	8	1
Swanbridge	32	3	18	0	4	6	1
Flemingston	31	3	18	0	2	8	0
St Andrews Major	31	3	18	0	2	8	0
The Downs	31	6	14	0	2	8	1
Llandough (Cow)	30	3	18	0	1	8	0
Porthkerry	30	3	18	0	1	8	0
St Mary Church	30	1	18	0	2	8	1
Lavernock	29	1	18	0	2	8	0
Llancadle	29	3	16	0	2	8	0
Moulton	29	3	18	0	2	6	0
Twyn-yr-Odyn	29	3	16	0	4	6	0
Llantrithyd	28	3	16	0	3	6	0
Monknash	28	3	14	0	3	8	0
Pancross	28	3	18	0	1	6	0
Llanbethery	27	3	16	0	2	6	0
Tredogan	27	1	18	0	0	8	0
Walterston	27	3	18	0	0	6	0
Hensol	27	7	10	0	3	6	1
Llanmihangel	26	1	16	0	1	8	0
Southerndown	26	8	7	0	6	4	1
Welsh St Donats	26	3	14	0	3	6	0
Llansannor	25	3	14	0	2	6	0
Penn Onn	25	1	16	0	0	8	0
Llangan	24	1	12	0	3	8	0
St Brides Super Ely	24	7	8	0	3	6	0
St Georges	24	7	8	0	3	6	0
St Lythans	24	1	16	0	1	6	0
Aberthaw (West)	23	3	10	0	2	8	0
City	23	1	14	0	2	6	0
Tair Onen	23	6	12	0	1	4	0

Trerhyngyll	23	3	14	0	1	4	1
Dyffryn	22	3	14	0	1	4	0
St Mary Hill	22	3	12	0	1	6	0
Gwern y Steeple	21	7	8	0	2	4	0
Maendy	21	1	14	0	0	6	0
Ruthin	20	1	12	0	1	6	0
Tre-Dodridge	19	1	10	0	0	8	0
Castle Upon Alun	18	1	10	0	1	6	0
Lampha	17	1	8	0	0	8	0
Ogmore Village	17	3	5	0	3	6	0
St Y Nyll	15	1	8	0	0	6	0
Norton	14	3	7	0	0	4	0

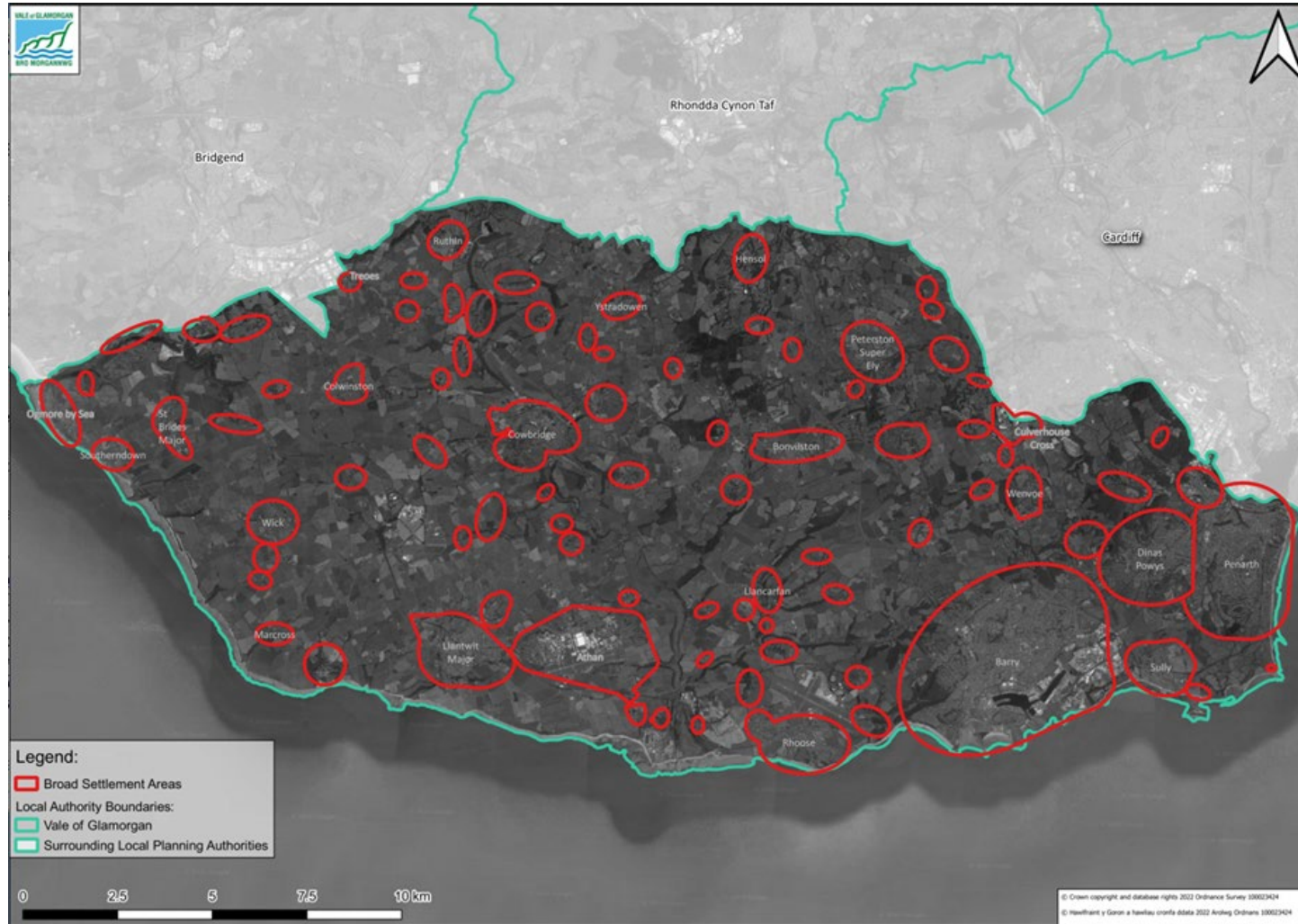
12.8.4 This study is intended to give an overall indication of the relative accessibility of settlements, levels of service provision and settlement groupings within the Vale of Glamorgan; it will constitute part of the evidence base for the settlement hierarchy within the RLDP.

12.8.5 In this respect it is important to note that the use of scoring and ranking methods means that certain socio-economic and environmental factors, which are important in understanding the overall role, function and sustainability of a settlement, are not fully considered by this study. These are generally factors where it is difficult to attribute a numerical value. Furthermore, it is important to recognise that one of the limitations of using scoring and ranking methods is that certain assumptions and generalisations are invariably used, for example, regarding residents travel to work patterns and the actual use of sustainable transport modes.

12.8.6 Therefore, a strategic assessment such as this one is not intended to be a comprehensive planning assessment of individual settlements or potential development sites within them. Such detailed planning assessments would need to consider the environmental, social and economic issues affecting specific settlements. Decisions on levels of growth and individual proposals will be made as informed planning judgements having considered all other relevant factors.

13 APPENDICES:

13.1 Appendix 1 - Location and Boundary Map of Appraised Settlements



13.2 Appendix 2 – List of Key Services Assessed

Service Type	Details
Education Facilities	
Secondary Schools/Further Education Colleges	Cowbridge Comprehensive; Llantwit Major School; Pencoedtre High School; St Richard Gwyn R/C; St Cyres Comprehensive; Stanwell Comprehensive; Whitmore High School.
Primary Schools (including *Middle & **Special Schools)	Albert Primary; All Saints C/W; Barry Island Primary; Cadoxton Primary; Cogan Primary; Colcot Primary; Dinas Powys Primary; Evenlode Primary; Fairfield Primary; Gladstone Primary; Gwenfo C/W; High Street Primary; Holton Primary; Jenner Park Primary; Llancarfan Primary; Llandough Primary; Llanfair Primary; Llangan Primary; Llansannor C/W; Oakfield Primary; Palmerston Primary; Pendoylan C/W; Peterston-Super-Ely C/W; Rhws Primary; Romilly Primary; South Point Primary School; St Andrew's Major C/W; St Athan Primary; St Bride's Major C/W; St David's C/W; St Helen's Catholic Primary; St Illtyd Primary; St Joseph's R/C; St Nicholas C/W; Sully Primary; Victoria Primary; Wick & Marcross C/W; Y Bont Faen Y Daith**; Ysgol Dewi Sant; Ysgol Gwaun y Nant; Ysgol Gymraeg Bro Morgannwg*; Ysgol Gymraeg Pen-y-Garth; Ysgol Iolo Morganwg; Ysgol Sant Baruc; Ysgol Sant Curig; Ysgol Y Deri**; Ysgol Y Ddraig.
Nurseries	Bute Cottage Nursery, Cogan Nursery.
Health Care Facilities	
GP Surgeries	Court Road Surgery; Highlight Park Medical Practice; The Practice of Health; Vale Group Practice; Ravenscourt Surgery, Barry; Vale Family Practice, Gibbonsdown, Barry; Porthcei Surgery; Rhoose Surgery; St Brides Surgery; Waterfront Medical Centre; West Quay Medical Centre; Rhoose Medical Centre; Cowbridge & Vale Medical Practice; Western Vale Family Practice; Cowbridge Health Centre; The Clinic, Llantwit Major; The Surgery, St Athan; Dinas Powys Medical Centre; Llantwit Major & Coastal Vale Medical Practice; Eryl Surgery, Llantwit Major; Chapel Surgery, St Athan; Penarth Healthcare Partnership; Redlands Surgery; Sully Surgery.
Dentists	A Jones Dental Surgery; Advance Dental Care; Holton Road Dental Surgery; M Brown Dental Surgery; Porthkerry Dental Centre; Tynewydd Dental Practice; West Quay Dental Practice (West Quay Medical Centre); Windsor Dental Care; Cowbridge Dental Care; Y Bont Faen Dental Surgery; Castle Court Dental Practice; Greenfield Dental Care; Calgary Dental Surgery; East Street Dental Care; Wyndham House Dental Practice; Bupa Dental Care; Penarth Dental Healthcare; Rhoose Dental Practice.
Hospitals	Barry Hospital; University Hospital Llandough.

Opticians	A I Dobbs; Arbuthnot Optometrist (Barry); Instore Opticians (Asda Stores Ltd, Barry); Barry Eye Centre Ltd; Jones & Jones O'Sullivan Opticians (Barry); Barry Specsavers Opticians; Vale Eyecare (within Highlight Park Medical Centre); Cowbridge Specsavers Ltd; Cowbridge O'Sullivan Opticians; R E Lloyd Optometrists; Davies & Jones Optometrist; Vision Express Opticians (Tesco - Culverhouse Cross); Davies & Jones Optometrist; Chris Williams Opticians; Davies Nina Opticians; Gwyneth Morgan; Arbuthont Opticians (Penarth); Osmond I Drake; Penarth Eye Centre; Penarth Specsavers Opticians; O'Sullivan Opticians (Rhoose).
Pharmacies	Boots (Barry); Brockway Pharmacy; Evans Pharmacy, Park Crescent, Barry; High Street Pharmacy, Barry; Lloyds Pharmacy (Instore Pharmacy – Tesco, Barry); Lloyds Pharmacy (within Court Road Surgery); Lloyds Pharmacy (within Waterfront Medical Centre); Lloyds Pharmacy (Holton Road, Barry); M W Phillips Chemists, Barry Road, Cadoxton; M W Phillips Chemists, Vere Street, Cadoxton; St Brides Pharmacy; Evans Pharmacy (within West Quay Medical Centre); Well Lloyds Pharmacy (Cowbridge); Sylvia Williams Chemist; Instore Pharmacy (Tesco - Culverhouse Cross); TH & L Jones Ltd; The Murch Pharmacy (within Dinas Powys Medical Centre); Boots (Llantwit Major); Well (Llantwit Major); Boots (Penarth); Knights Ivor Owen Pharmacy; Kings Varus Pharmacy; Knights Washington Pharmacy; Mayberry Pharmacy Ltd; Instore Pharmacy (Tesco – Penarth); Rhoose Pharmacy; St Athan Pharmacy; Sully Pharmacy.
Town/District Centres	Barry; Cowbridge; Llantwit Major; Penarth.
Local Retail Centres	Barry Road, Cadoxton, Barry; Main Street, Cadoxton, Barry; Park Crescent, Barry; Upper Holton Road, Barry; Vere Street, Cadoxton; Cardiff Road, Dinas Powys; Dinas Powys Village; Cornerswell Road, Penarth; St. Athan, The Square; Rhoose, Fontygary Road.
Neighbourhood Retail Centres	Bron y Mor, Barry; Cwm Talwg Centre, Barry; Gibbonsdown Centre, Barry; Park Road, Barry, Boverton; Camm's Corner, Dinas Powys; Castle Court / The Parade, Dinas Powys; Crawshay Drive, Llantwit Major; Pill Street, Penarth; Tennyson Road, Penarth.

13.3 Appendix 3 – Settlement Resident Population Scores

Settlement	Population Score (Max 20 points)	Residential Dwelling Count (LLPG 2022)	Settlement Population based on number of dwellings and VoG average household size of 2.26 persons	% of settlement dwellings as a % of total dwellings included
Barry	20	25,324	54,768	41.61
Penarth	20	11,047	23,891	18.15
Llantwit Major	15	3,940	8,521	6.47
Dinas Powys	15	3,610	7,807	5.93
Rhoose	10	2,828	6,116	4.65
St Athan	10	2,371	5,128	3.90
Cowbridge	10	2,327	5,033	3.82
Sully	10	1,689	3,653	2.78
Llandough (Pen)	10	908	1,964	1.49
Ogmore by Sea	5	651	1,408	1.07
Wenvoe	5	622	1,345	1.02
Culverhouse Cross	5	489	1,058	0.80
Wick	5	349	755	0.57
St Brides Major	5	311	673	0.51
Peterston Super Ely	5	287	621	0.47
Bonvilston	5	278	601	0.46
St Nicholas	5	269	582	0.44
Ystradowen	5	239	517	0.39
Colwinston	2	221	478	0.36
Aberthin	2	176	381	0.29
Treoes	2	149	322	0.24
Ewenny	2	144	311	0.24
Corntown	2	143	309	0.23
Llanmaes	2	135	292	0.22
Graig Penllyn	1	96	208	0.16
Llysworney	1	93	201	0.15
Fferm Goch	1	86	186	0.14
Hensol	1	85	184	0.14
Southerndown	1	83	180	0.14
Llandow	1	79	171	0.13
Swanbridge	1	75	162	0.12
Llancarfan	1	72	156	0.12
St Hilary	1	72	156	0.12
Penllyn	1	72	156	0.12
St Donats	1	70	151	0.12
Penmark	1	63	136	0.10
Trerhyngyll	1	61	132	0.10
Broughton	1	60	130	0.10
St Mary Church	1	58	125	0.10
Pendoylan	1	53	115	0.09

The Downs	1	53	115	0.09
Michaelston le Pit	1	51	110	0.08
Aberthaw (East)	1	47	102	0.08
Sigingstone	1	46	99	0.08
Twyn-yr-Odyn	0	43	93	0.07
Llandough (Cow)	0	42	91	0.07
Llangan	0	41	89	0.07
Llanbethery	0	40	87	0.07
Marcross	0	39	84	0.06
Welsh St Donats	0	38	82	0.06
Flemingston	0	38	82	0.06
The Herberts	0	37	80	0.06
Tair Onen	0	36	78	0.06
Maendy	0	36	78	0.06
St Georges	0	33	71	0.05
Gwern y Steeple	0	32	69	0.05
Pentre Meyrick	0	30	65	0.05
Gileston	0	28	61	0.05
St Brides Super Ely	0	28	61	0.05
Llancadle	0	27	58	0.04
Llansannor	0	26	56	0.04
Drope	0	26	56	0.04
St Andrews Major	0	23	50	0.04
Aberthaw (West)	0	23	50	0.04
City	0	23	50	0.04
Dyffryn	0	23	50	0.04
Leckwith	0	21	45	0.03
Fonmon	0	21	45	0.03
Castle Upon Alun	0	20	43	0.03
Ruthin	0	18	39	0.03
Llantrithyd	0	17	37	0.03
St Lythans	0	16	35	0.03
Ogmore Village	0	16	35	0.03
Monknash	0	14	30	0.02
Pancross	0	14	30	0.02
Tre-Dodridge	0	14	30	0.02
Porthkerry	0	13	28	0.02
Moulton	0	11	24	0.02
Tredogan	0	10	22	0.02
St Mary Hill	0	10	22	0.02
St Y Nyll	0	10	22	0.02
Penn Onn	0	9	19	0.01
Lampha	0	8	17	0.01
Llanmihangel	0	7	15	0.01
Walterston	0	7	15	0.01
Norton	0	5	11	0.01
Lavernock	0	3	6	0.00
TOTAL			131,609.86	

Appendix 4: Comparison of Vale of Glamorgan Methodology with SEWSPG Methodology

SEWSPG Approach	Vale of Glamorgan Approach	Reasons for Difference
Principle 1 – Sustainable Transport & Accessibility		
Active Travel Routes – the regional methodology does not score the prevalence of such routes.	This methodology has not scored the presence of Active Travel routes within settlements.	This feature is difficult to measure at settlement level as active travel routes tend to be area specific and are designed to address specific barriers for users. Also, they may not necessarily cover entire settlements. However, the provision of such routes will be evaluated at site level, as part of the Candidate Site Assessment process.
Walking & Cycling - the SEWSPG guidance scored walking and cycling based on the distance to the largest cluster of facilities and services. The distances vary from less than 100m to greater than 1400m for walking and from less than 1000m to greater than 5000m for cycling.	<p>If not present within settlements themselves, settlements were scored based on their walking/cycling distance to a range of key services/facilities, including:</p> <ul style="list-style-type: none"> Secondary Schools/Further Education Colleges Primary /Nursery Schools Health Facilities Town/District Centres Local Retail Centres Neighbourhood Retail Centres <p>Varying scores were awarded based on whether such amenities were less than 5 miles, between 5 and 10 miles or more than 10 miles away.</p>	Although it was deemed important to score the provision of key facilities and services within settlements themselves, the methodology also seeks to recognise settlements that have high levels of accessibility to key services and facilities on foot and by bike. The services and facilities which were incorporated into this stage of the assessment, (under Principle 2.2.) were determined as being the most valuable settlement assets in terms of their importance to local communities as well as those in surrounding areas. In order acknowledge the relationship between settlements and the fact that some facilities e.g. doctors surgeries serve people from a wider catchment area, much larger distances have been used in this approach than that drafted by SEWSPG. Also, it was determined more insightful to assess distances from the centre of a settlement to specific facilities/services than from the centre of one settlement to a cluster of various different services and facilities.
Bus Services – the frequency of commercially operated bus services ranging from infrequent daily services to ‘turn up and go’ provision is scored. However, access to all services must be within 400m of the settlement being assessed in order to receive a score.	Scores have been determined based on the presence of bus services of varying frequencies; points are awarded for each service. Services running every 30 minutes or less, between 30 and 60 minutes and more than hourly (daytime and evening) each received different scores; if there was no bus service available the settlement received 0 points. In addition, 2 bonus points have been awarded if bus routes offer connection to a main centre, including centres within a neighbouring local authority.	The frequency intervals used in the methodology for this section (Principle 1.1) has been adapted from the SEWSPG approach in order to reflect local context. Furthermore, the additional 2 points available recognise the opportunities for accessing key services/facilities/employment opportunities located within higher order settlements where these are not present within the settlement itself.

Rail Services – these are scored at regular intervals based on how frequently the rail service runs to a main centre.	Scores have been awarded for the presence of train stations within settlements themselves but if this is not the case, points have been given based on the distance to the nearest station.	Although some of the settlements in the Vale do not have their own railway station, many are able to access rail services within a reasonable distance. Also, due to the growing importance of encouraging active travel, it was deemed important to assess the accessibility of public transport facilities either on foot or via bike.
Proximity to Town / City Centre – the regional approach measures distance to settlement centres in this section.	Principle 2.1 involves the assessment of key service/facility provision, this includes: Town/District Centres, Local Retail Centres and Neighbourhood Retail Centres.	As opposed to including a dedicated section measuring the distance between all settlements in the Vale and the nearest town centre, the proximity such centres was incorporated into the methodology assessment of key facility/service provision and accessibility.
Road Services - the SEWSPG methodology scored settlements based on drive times to the M4. It also scored the percentage of parking bays that are equipped with an electric vehicle charging point.	This factor was not assessed within the Council's methodology.	Due to the ever-increasing emphasis on the need to reduce car dependency and encourage public transport use, it was deemed more important to assess sites in terms of the availability of bus and rail services than proximity to strategic highways networks.
Principle 2 – Availability of Facilities & Services		
Regular Needs - the SEWSPG methodology identifies services/facilities that cater to daily needs such as shops, post office, butcher and grocers by quantity and variety. The total number of each type of facility is then scored between 0 and 10.	We have identified and grouped together facilities and services that cater to daily needs of local people, including some of those listed in the SEWSPG guidance. The number of each type of service/facility provided within settlements has then been scored, (maximum score per service/facility type = 3 points).	A maximum score of 3 per service/facility type was introduced in this section to avoid the creation of anomalies based on the high presence of just one particular type of facility or service.
Community Facilities - SEWSPG guidance includes libraries, halls, sports/leisure centres, sports fields, sports clubs, children's play areas, places of worship; their presence is scored on a 0 – 10 basis.	Community and Recreation facilities have been scored in the same way as those catering to regular, day-to-day needs, (maximum score per type = 3 points). Despite the removal of sports clubs and addition of publicly accessible open space, the same range of facilities as was identified in the SEWSPG approach has been used.	A maximum score of 3 per service/facility type was introduced in this section to avoid the creation of anomalies based on the high presence of just one particular type of facility or service.
Food/Drink Outlets – the SEWSPG approach does not score these facilities.	In Table 7, we have awarded points based on the number of food/drink outlets in the settlement.	These facilities can be considered important to not only the economic, but also the social and cultural sustainability of settlements.

<p>Medical Facilities – a score between 0 and 3 is awarded based on the combined number of Doctors surgeries, pharmacies, dentists, and hospitals within a settlement.</p>	<p>For the presence of a medical facilities, (including GP surgeries, pharmacies, dentists, opticians and hospitals) settlements have received 5 points for each facility; the maximum score within this category is 15 i.e. 3 medical facilities present. However, if there are no such facilities located within the settlement itself, points have been awarded based on how accessible the nearest facility is in terms of walking/cycling distance.</p>	<p>In comparison to the draft SEWSPG methodology, greater weight has been placed on access to medical facilities for this appraisal as although a maximum of 3 facilities per settlement was scored, each one was worth 5 points. Also, even if facilities are not located within settlements themselves, their accessibility in terms of distance has been assessed. The maximum score available for accessibility was awarded if such facilities were located within 5 miles of the settlement as this was deemed a distance that could be travelled either on foot or by bike if necessary.</p>
<p>Educational Facilities – the SEWSPG Methodology did not incorporate educational facilities.</p>	<p>Our approach scores the provision of nurseries/playgroups/toddler groups, primary and secondary schools, and further education facilities. Settlements have received 5 points for each facility; the maximum score within this category is 15 i.e. 3 schools present. If these facilities are not provided within settlements themselves, points have been awarded based on the walking/cycling distance to the nearest education facility.</p>	<p>Access to a range of educational facilities is an important aspect of social sustainability when it comes to placemaking. In particular, access to such facilities via active methods of travel is important to consider in line with the Sustainable Transport Hierarchy outlined in Planning Policy Wales Edition 11. Furthermore, assessing the provision of such facilities can be argued to contribute to a number of elements of the Settlement Assessment outlined in Figure 3.</p>
<p>Broadband Connectivity – settlements are scored between 0 and 2 based on whether broadband connectivity in the area is < 24 Mb/s, 0 – 24 Mb/s or > 30 Mb/s.</p>	<p>Broadband Connectivity has not been incorporated into the methodology for this appraisal.</p>	<p>Approximately 98.5% of Vale of Glamorgan residents technically have access to Superfast (>24Mbps) broadband services (labs.thinkbroadband.com). Therefore, as high-speed broadband is technically available throughout the Vale, it has not been scored as part of assessment. Although, it has been acknowledged that access/use can be restricted by financial constraints.</p>
<p>Principle 3 – Employment Opportunities</p>		
<p>The scoring matrix is categorised by employment type i.e. split by use class and settlements are scored based on the average number of people working in each different sector.</p>	<p>The scoring system for Principle 3 measures the availability of existing Protected Employment, Business/Industrial Sites or Mixed-Use Sites within current settlement boundaries. Also, if no such sites are located within settlements, proximity to Protected/Identified Employment Site and main town centres has been assessed.</p>	<p>Due to the size of many of the settlements in the Vale of Glamorgan and their relatively small populations, it was deemed inappropriate to follow the recommended regional approach. This method may have been insightful in the largest settlements such as Barry and Penarth, but the intervals used for scoring population figures per sector would have resulted in disproportionately skewed final results for the smaller settlements.</p>



The Vale of Glamorgan Council

Directorate of Place
Dock Office
Barry Docks
Barry CF63 4RT

LDP@valeofglamorgan.gov.uk
www.valeofglamorgan.gov.uk

