

VALE OF GLAMORGAN
REPLACEMENT LOCAL DEVELOPMENT PLAN
2021 - 2036

PRE-DEPOSIT
ENGAGEMENT REPORT
*VOLUME 2 - KEY SITE
ENGAGEMENT*

December 2025



BACKGROUND PAPER - BP1A



This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

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1. Introduction

- 1.1 The purpose of this Paper is to summarise the engagement work that has taken place since the consultation on the Preferred Strategy on the sites being identified within the RLDP as Key Sites.
- 1.2 A commitment was made within the RLDP Initial Consultation Report for site promoters of key housing allocations to undertake non statutory informal engagement on placemaking with local communities to inform the masterplanning of these sites. These sessions would be co-ordinated by the Council, who would also attend the sessions to provide information on the wider RLDP preparation process.
- 1.3 The purpose of these placemaking sessions was to gain local insight into the sites and understand local residents' priorities and concerns. In this knowledge, it was anticipated that site promoters would be able to respond proactively to key issues.
- 1.4 Placemaking, as explained by the Placemaking Wales Charter¹, involves working collaboratively across sectors and disciplines to comprehensively consider the future development of distinctive and vibrant places. A key component of Placemaking is involving the community so that the site's context, character, heritage and culture can be understood.
- 1.5 For four of the five key sites identified as part of the Preferred Strategy, placemaking sessions were held during Autumn 2024:
 - St Athan (joint session for Church Farm and West of St Athan) – 16th October 2024 at Paul Lewis St Athan Community Centre
 - Readers Way, Rhoose – 23rd October 2024 at Celtic Way Community Centre
 - North of Dinas Powys – 18th October 2024 - Murch Community Centre
- 1.6 Site promoters hosted the sessions and published information on the sites online, allowing comments to be received in the two weeks following events. After the two-week engagement period site promoters prepared feedback reports, which can be found in the Appendices.
- 1.7 A placemaking session was not held on the key site proposed in the Preferred Strategy to the North East of Barry due to concerns around the deliverability of the site due to land ownership issues.
- 1.8 In May 2025, a report was presented to Cabinet advising that the North East Barry site was not proposed to be taken forward into the Deposit Plan. Cabinet approved that a public consultation should be carried out on three alternative

¹Design Commission for Wales, 2020. *Placemaking Charter*. Online. Available at: [Placemaking Charter - Design Commission for Wales](https://designcommission.wales/placemaking-charter/) [Accessed: 06/12/24].

sites in Barry, include a key site at North West Barry for 376 dwellings, and two smaller sites. This consultation was held between the 16th of June and 14th July 2025 and included a site-specific placemaking event held on 24th June 2025 at Millwood Bowling Club. This session was attended by both the Council and the site promoters for Land at North West Barry and their technical experts.

- 1.9 The consultation event was held in tandem with the wider Housing Growth in Barry consultation and a report on the outcome of this consultation was reported to Cabinet on the 6th November 2025. Details of the comments made are provided within the Cabinet report at Appendix 5.

2. Why Further Engagement?

- 2.1 Underpinning the justification for these sessions was the Vale of Glamorgan Council's status as a signatory of the Placemaking Wales Charter. The Charter commits the Council to the following:

The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

- 2.2 These engagement sessions are considered to assist in fulfilling this Charter commitment. Together with other workstreams, such as a Health Impact Assessment, the RLDP's Integrated Sustainability Assessment, and engagement with the Equalities Consultative Forum, PSB, and 50+ Forum, it is considered that the RLDP strongly responds to this commitment.
- 2.3 The intent of these engagement sessions has been to go beyond the statutory minimum expectations for consultation and seek to engage with locals in order to enhance their participation, ensure they contribute to the development of proposals, and secure local buy in where possible. An important distinction between this process and the statutory RLDP consultation process is that these sessions provided the opportunity for the local community to inform how the developments progressed and evolved. The presence of the site promoters and their team allowed them to consider and update the development proposals ahead of the Deposit Plan.
- 2.4 The benefit of hosting this prior to the allocation of sites, as well as prior to the submission of a planning application, is that design concepts for the site will be at a much earlier stage prior to allocation, whilst also providing the opportunity for the Council's highways, drainage, education, housing, biodiversity officers and development management to have input into the site masterplanning at the earliest stages of the plan making process.
- 2.5 These placemaking sessions also provided a mechanism for "front loading" the plan making process as advocated by the Welsh Government's Development Plans Manual (Edition 3 2020). It is considered that these additional engagement sessions provide valuable evidence for the appointed inspector at

the RLDP examination of developer commitment and site deliverability and potentially shorten the timescales for determining planning applications.

3. Engagement Methods

- 3.1 As set out, the engagement was facilitated by the site promoters with Council officers in attendance to provide information regarding the wider RLDP process. Sessions were held within the settlements where each key site was proposed, and venues in close proximity to the sites. Information boards were provided by the site promoters illustrating the initial masterplan for the sites as well as information regarding matters such as proposed highway access, engineering details, areas of open space and sustainable urban drainage, as well as linkages to existing neighbouring built areas,
- 3.2 Sign in sheets were used at engagement sessions to record attendee numbers, and the Council also provided information on how the public could register to be informed of the RLDP process. Details on the engagement materials used by the site promoters can be found in their Engagement Reports in the Appendices.
- 3.4 The Council assisted by advertising that the engagement events were taking place. In doing this, the Council used a range of methods including writing to all persons that had registered an interest in the RLDP and had responded to the Preferred Strategy Consultation, posting on social media, and writing about the sessions on the Council's website. The Council's website also acted as a central hub for the engagement sessions, introducing the exercise, identifying the dates when the sessions took place and providing links to the relevant webpages.
- 3.5 The engagement reports set out in the Appendices go into detail on the engagement that took place. They also include a table setting out responses received and how the developers have taken these on board.

Land North of Dinas Powys

Vale of Glamorgan RLDP Pre-Deposit Plan
Statement of Community Engagement

Boyer

Prepared on behalf of Persimmon Homes – South East Wales | December 24

REPORT CONTROL

Project:	Land North of Dinas Powys
Client:	Persimmon Homes – South East Wales
Reference:	22.8024
Document and revision number	Document No. IMS-F-18, Revision 3
File Origin:	Click to add file location.
Primary Author	LH/JL
Checked By:	SB

Issue	Date	Status	Checked by
V1	28/11/2024	Draft	SB
V2	11/12/2024	Updated Version	SB

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1. INTRODUCTION

- 1.1 This Statement has been prepared by Boyer Planning, on behalf of our client Persimmon Homes Ltd, in response to the requirement to undertake a community engagement event for each of the Key Sites being promoted as part of the emerging Replacement Local Development Plan (RLDP) for the Vale of Glamorgan.
- 1.2 This report specifically relates to the site known as 'Land North of Dinas Powys' (SP4 KS2) which plays a pivotal role in helping the Authority deliver its Transport Oriented Growth Strategy and has been identified as a proposed allocation for residential development.
- 1.3 Given the above, the purpose of the engagement exercise was to give local residents, Councillors and other interested parties an opportunity to view Persimmon Homes' initial proposal for site and provide feedback on key placemaking principles to inform the masterplan as it continues to progress.
- 1.4 This Statement intends to summarise the findings of the community engagement event which took place in October 2024 and explain how the responses received (both in-person and online) have helped shape the proposal.
- 1.5 Collectively these principles will enable the proposal to positively respond to the constraints and opportunities associated with the site. Whilst ensuring the proposed scheme is design in accordance with good placemaking principles as set out within local and national planning policy and other relevant guidance.
- 1.6 As the proposed developer, Permission Homes, remain committed to the development opportunities associated with Land North of Dinas Powys and continuing to support the site's progression as a proposed site allocation within the emerging RLDP.

2. PLANNING POLICY & GUIDANCE

Future Wales: The National Plan 2040

- 2.1 This document constitutes the National Development Framework, setting the direction for development in Wales up to 2040. As part of which, Welsh Government explain that identifying clear goals to achieve sustainable development is an important step in preparing a strategy for a Development Plan and in doing so have identified a number of key outcomes.
- 2.2 The outcomes established by the Welsh Governments are considered to be overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales. Every part of Future Wales, from the spatial strategy to regional policies, is concerned with achieving these principles and most policy areas will contribute to these objectives.
- 2.3 Policy 2 'Shaping Urban Growth and Regeneration' of Future Wales focusses on strategic placemaking and states that future growth should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport, and integrated with green infrastructure.
- 2.4 Whilst not exhaustive in nature, Policy 2 explains that future growth and regeneration should be based strategic placemaking principles which includes creating a mix of uses and variety of house types and tenures, building places at a walkable scale with homes, local facilities, and public transport within walking distance and ensuring development is built at appropriate densities with green infrastructure incorporated.

Planning Policy Wales

- 2.5 Planning Policy Wales (PPW) (Edition 12) sets out the overarching framework for delivering sustainable development and well-being objectives through land-use planning in Wales. It emphasises the importance of prioritising of incorporating good placemaking principles to development at an early stage of the process and thereby aligning future growth with the goals of the Well-being of Future Generations Act. The planning system is described as a key mechanism for maximising sustainable outcomes and achieving long-term goals to continue to meet the need of local community both now and into the future.
- 2.6 Placemaking is defined as a "*holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness, and well-being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings. This will be true for major developments creating new places as well as small developments created within a wider place. Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value*

to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions”.

2.7 PPW has a strong focus on promoting placemaking, which is considered instrumental to achieving sustainable places, delivering socially inclusive development and promoting more cohesive communities. Placemaking is deemed to be a holistic approach that '*considers the context, function and relationships between a development site and its wider surroundings*'.

2.8 At a strategic level there are four themes which contribute individually to placemaking:

- Strategic & Spatial Choices;
- Active & Social Places;
- Productive & Enterprising Places; and
- Distinctive & Natural Places

2.9 In addition to the above, Section 2 of PPW emphasises the benefits associated with early engagement from a plan-making perspective. Paragraph 2.6 explains that when developing plans it is crucial planning authorities engage with people in their own communities, facilitating a collective, participatory process which focuses on achieving sustainable places.

2.10 Ordinarily this requires a level of engagement which goes beyond the statutory requirement for consultation set out in planning legislation and relies on significant commitment from the local authority, developers and other interested parties. This approach aligns with the principles of the Well-being of Future Generations Act, which promotes proactive engagement to achieve sustainable development.

2.11 Good design is fundamental to creating sustainable places where people want to live, work and socialise. Paragraph 3.4 underscores the fact that design is an inclusive process, capable of fostering civic pride, raising public aspirations and creating sense of place. For new developments, early engagement is identified as a crucial stage in securing public acceptance and addressing concerns proactively, ensuring alignment with community needs. Meeting the objectives of good design should be the aim of all those involved in the development process to ensure future growth responds to the needs of local people.

Vale of Glamorgan Emerging RLDP

2.12 In May 2022 the Vale of Glamorgan began the process of preparing a Replacement Local Development Plan (RLDP). Subject to adoption, the RLDP intends to supersede the currently adopted Development Plan and looks to guide future development across the region up to 2036. In doing so it shall include site allocations for different land uses, such as housing and employment, and policies to help tackle the declared climate and nature emergencies, safeguard the environment, and secure high-quality design.

2.13 According to the latest Delivery Agreement the next stage of the plan making process will be publication of the Deposit Plan. Whilst this stage is not expected until April/May 2025 the principles of which shall build upon those most recently presented as part of the RLDP

Preferred Strategy was issued for public consultation between 6th December 2023 to 14th February 2024.

2.14 Upon further review it is evident that Placemaking forms a central theme throughout the Preferred Strategy and the RLDP process as a whole. This is demonstrated by the fact the concept of Placemaking features heavily throughout the Authority's strategic vision in terms of supporting a strong sense of community and contributing to improve the quality of life for all generations. These principles are further expanded upon by Objective 4 – Placemaking which includes:

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

In addition to the above, and in response to National Planning Policy, Policy SP5 of the emerging RLDP specifically deals with Placemaking at a local level. Whilst the requirements of which have not yet been through the Examination process and therefore carry limited weight in respect of the decision-making process at the time of writing. From a plan-making perspective they provide a useful indication in the direction of travel for planning policies within the RLDP.

Policy SP5 sets out an expectation for all future development proposals to demonstrate the following: i) Ensuring high quality sustainable design that reflects local distinctiveness, character, and cultural identity; ii) Creating a diverse mix of uses and multi-functional spaces; iii) Contributing to a vibrant, safe and inclusive public realm that encourages active travel and reduces car dependency; iv) Strategically integrating Green Infrastructure networks and open space into development, delivering social and environmental benefits; v) Locating development appropriately where homes, local services and facilities are accessible and well connected; vi) Developing high densities where appropriate, making the most efficient use of land and supporting mixed uses.

Design Commission for Wales: Placemaking Charter

2.15 In September 2020 the Design Commission for Wales published guide to Placemaking otherwise known as the Placemaking Charter. This document was developed in collaboration with the Welsh Government and the Placemaking Wales Partnership along with other signatories which includes both the Vale of Glamorgan Council and Persimmon Homes East Wales.

2.16 The Charter is specifically referenced within PPW12 and the Vale of Glamorgan RLDP, and reflects the collective commitments to support the development of high-quality places across Wales for the benefit of local community.

2.17 Signatories to the Charter agree to promote the following principles in the planning, design and management of new and existing places:

People and community

The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

Movement

Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.

Public realm

Streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.

Location

Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.

Mix of uses

Places have a range of purposes which provide opportunities for community development, local business growth and access jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

Identity

The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.

3. COMMUNITY ENGAGEMENT

3.1 At the beginning of October 2024 a series of posters were erected in Dinas Powys advertising the event to local residents. This was undertaken two weeks prior to the event taking place to provide sufficient notice and was further supplemented by posts on social media and letters/email distributed by the Vale of Glamorgan to all those who previously provided representations to the Local Plan process to ensure a holistic approach was adopted in that respect.

3.2 The general location of the posters is identified on the map below, with the majority prioritised within a 0.5km radius of the site. The overall content of the posters sought to encourage all members of the local community to engage with the process and in doing so provide an equal opportunity for people to participate.

3.3 The posters provided details regarding the community engagement event, including date, time and location. A copy of the poster can be found in Appendix 1.



Figure 1: Location of Advertisement Posters within Dinas Powys

Community Engagement Event

3.4 On 18th October 2024 Persimmon Homes held a community engagement event. Following careful consideration the event was held at Murchfield Community Centre within Dinas Powys and took place over a four hour period (from 3-7pm) enabling people to drop-in anytime through the afternoon and into the evening.

3.5 The event attracted 80 residents in total and provided a platform for open discussions regarding the proposed plans for the site allocation at Land North of Dinas Powys. In addition to members of Persimmon Homes' Development Team and LPA Planning Officers, technical consultants were also on hand to answer any queries in relation to highways, design, planning and ecology as set out below.

- Boyer – Planning Consultant
- JBA – Drainage Consultant
- Roberts Limbrick – Architect / Designers
- SLR – Transport Consultant
- TiR Collective – Landscape Consultant

3.6 During the event participants had the opportunity to review a series of presentation boards showcasing key information about different aspects associated with the proposed scheme. In turn this was followed by a chance to share their views on the proposal either verbally to a member of the team or via a physical response form provided at the event.



Figure 2. Photo of Community Engagement Event

Online Exhibition

3.7 To complement the engagement event, a dedicated website was set up to provide access to the same material as that physically presented at the in-person events. The website incorporated an online form for people to submit feedback along with other communication methods including a telephone number and postal address. An electronic copy of the boards was also made available to the LPA Policy Officers in order to provide a hard copy at the request of a local resident(s).

3.8 This arrangement proved effective by enabling members of the public who were either unable to make the event due to existing commitments or naturally prefer alternative methods of communication, with an equal opportunity to take part.

3.9 The consultation website, "<https://www.boyerplanning.co.uk/public-consultation/land-north-dinas-powys>", went 'live' at the same time as the in-person event and the ability to submit feedback was publicly available for a 2 week period up until Friday 1st November 2024.

3.10 In addition to the above, PDF copies of supporting technical information was also made available online including:

- Land North of Dinas Powys Concept Plan
- Land North of Dinas Powys Framework Plan
- Drainage Constraints Plan
- Drainage Opportunities Plan
- Green Infrastructure Areas Diagram
- Land North of Dinas Powys Landscape Strategy
- Land North of Dinas Powys Access & Movement Strategy

Presentation Boards

3.11 The overall scope of information included within the presentation boards was informed by key placemaking principles as set out within both local and national planning policy. Please see a summary of which below and a copy is available in Appendix 2.

- i. Welcome – Introduction to the event and outlining the overarching purpose of the event within the context of the wider RLDP process
- ii. About Persimmon – Introduction to Persimmon Homes as a business and the wider technical team setting out their respective roles and responsibilities.
- iii. RLDP Proposed Site Allocation – Overview of the Replacement Local Development Plan (RLDP) process emphasising the site's role in helping to deliver the Authority's Transport Orientated Growth Strategy. Along with further details of the land-uses associated with the proposed site allocation.
- iv. Design Principles - Summary of the proposed design concept and ways in which the current scheme incorporates key placemaking principles to respond to the local area.

- v. Access/ Public Transport - Provides an overview of the proposed access arrangements for the scheme and active travel routes connecting the site to local services and facilities.
- vi. Drainage – Summary of key considerations in respect of current conditions on site and how the proposed scheme intends to deliver suitable mitigation to achieve an overall betterment from flood risk perspective.
- vii. Landscape & Ecology – Outlines the proposed landscape strategy for the site including the retention of natural features and supplementary planting scheme to integrate the proposals within the wider landscape framework.
- viii. Sustainability – Details of the ways in which Persimmon Homes' intend to deliver low-carbon sustainable development with energy efficient features.

4. CONSULTATION RESPONSES

4.1 Overall, a total of 55 responses were received throughout the consultation period. All of which were provided by residents, and whilst 80 people physically attended the consultation event many of which submitted comments together with their partners, family members or other associated contacts. This resulted in 33 responses being received in hard copy either at the event or posted to the Boyer office shortly after. The remaining 22 responses subsequently made via the response form available on the consultation website.

4.2 For completeness all of the responses (both those received in person and online) were entered into Office 365 to enable the data to be analysed and investigated further. A copy of the results are set out in Appendix 3 which includes a variety of graphs/charts visually presenting the information.

4.3 Following a review of the responses a number of themes emerged. The table below provides a summary of each respectively, along with further information in terms of how the proposal is considered to respond within the context of key placemaking principles.

Table 1: Summary of Comments Received and Design Response

Comments Received	Proposed Design Response
Query regarding capacity of the existing drainage network to accommodate the proposed scheme.	<p>JBA have confirmed the site shall attenuate surface water to greenfield runoff rates of approximately 11.4 l/s/ha. This aims to mimic natural site processes whilst the development will also incorporate a design that seeks to intercept the first 5mm of rainfall from impermeable areas.</p> <p>Collectively these principles will reduce the output associated with the scheme and ensure the levels of which accord with capacity in the existing network to avoid having a detrimental impact.</p>
To what extent has future development by residents who own existing properties in the local area be factored into the proposed drainage system?	A 10% allowance for urban creep has been factored into all hydraulic calculations, which anticipates future development by residential properties located within the surrounding local area. This approach follows best practices and adheres to statutory standards for Sustainable Drainage Systems (SuDS) in Wales.
Concerns raised about the impact of future development could have on site and also nearby residential properties in terms of flood risk.	According to NRW's Flood Risk Development Map the site is predominantly located within Zone A, which is considered to be the lowest risk of fluvial or coastal/tidal flooding.

	<p>Whilst a small area in the eastern section of the site technically falls within Zone C2, all built development will be directed away from this part of the site. Furthermore, SuDS features will be incorporated throughout the proposed scheme (such as rain gardens and an attenuation pond) to provide suitable mitigation and achieve a betterment in terms of drainage. In turn this shall help improve the areas resilience to future flood risk events.</p>
<p>Queries regarding the capacity of local services and facilities to accommodate increased demand created by the proposal. Most notably reference made to local schools and doctor surgeries.</p>	<p>A full assessment of local infrastructure, including schools and healthcare facilities, will be conducted to ensure the proposed scheme does not have any significant adverse impact on the overall function of key local services. The outcomes of which shall have due regard to work currently being undertaken between the Authority, Local Heath Board and Educations Department for the purposes of consistency. Where necessary, financial contributions could be provided to help fund improvements and ensure local resources are prioritised in the most effective areas from an operational perspective.</p>
<p>Concerns about traffic congestion, on Cardiff Road, and that additional traffic signals could potentially worsen traffic flows.</p>	<p>Whilst the proposed scheme cannot be expected to fully resolve existing congestion on Cardiff Road, the site benefits from strong public transport connections to local services. These principles fully accord with national planning policy and seek to promote more active forms of travel thus alleviating pressure on to the local highway network. This modal shift aligns with the Design Commission for Wales' key placemaking principles and most notably involves achieving better connectivity between the site, Eastbrook Train Station and local bus services.</p> <p>In terms of the latter, there are a number of local bus stops within 400 metres (5 minute walk) of the site. These are served by key routes such as the 95 service which operates every 30 minutes between Cardiff city centre and Barry, and the 304 route operating hourly to Llantwit Major. On average, Dinas Powys is served by approximately 6 bus services per hour routing along Cardiff Road creating a convenient alternative to the use of private cars. Priority Bus lanes on Cardiff Road for eastbound services further incentivises the use of these services, along with a dedicated shared</p>

	<p>cycleway/footway between the site and the Merrie Harrier Junction.</p>
<p>Query regarding Bus Routes shown on the accompanying Movement & Access Strategy Plan</p>	<p>Upon further review the Access & Movement Strategy prepared by SLR has been updated to reflect the latest bus routes which serve Dinas Powys.</p> <p>Whilst these amendments are minor in nature and shall not have any adverse impact on Land North of Dinas Powys' proposed sites connectivity to modes of public transports within the immediate local area.</p> <p>Please see an updated copy of the Movement & Access Strategy Plan within Appendix 4. Although for completeness the changes include the following:</p> <ul style="list-style-type: none"> • The plan has been updated to reflect the fact after turning left off Cardiff Road/ A4055 the No. 305 Bus Service remains on Murch Road/ Much Crescent and extends up to Dinas Powys Medial Centre (including Murch Pharmacy) • Additionally, upon re-joining Cardiff Road/ A4055 Bus No.305 travels north up to Dinas Powys Village Square which contains a range of local amenities including a public house, hairdressers, convenience store and coffee shops. Following which the service returns to the centre of Dinas Powys via Station Road before heading back to Cardiff City Centre.
<p>Request for safer pedestrian and cycling routes, including access on to Cardiff Road and crossing the railway line at Eastbrook station.</p>	<p>The proposed scheme has been deigned to ensure active travel routes are incorporated through the heart of the site. This includes enhancing existing Public Rights of Way (PROW) footpaths and delivering dedicated pedestrian and cycle routes. The latter has been prioritised in areas which benefit from natural sense of surveillance from proposed properties and will be fitted with suitable lighting equipment. These features will create a safer environment for future users further reducing the reliance on private vehicles.</p> <p>Whilst the footbridge at Eastbrook Station is located outside of Persimmon Home's demise for Land North of Dinas Powys. We understand the bridge was recently replaced/ refurbished and may well be subject to further works as part of Transport for Wales' programme.</p>

Positive feedback on active travel initiatives being pursued with requests for better facilities on Cardiff Road.	The proposed approach reflects Persimmon Homes' commitment to bringing forward Land North of Dinas Powys with active travel routes at the forefront. This involves ensuring the proposed pedestrian footways and cycle paths are prioritised early on during the design process which has been a key theme for Roberts Limbrick. The attractiveness of which is further enhanced by the fact they will provide direct connections to key destinations, including Eastbrook train station and other local facilities.
Concerns about potential loss of habitat and biodiversity due to the proposed scheme.	The accompanying Landscape Plan demonstrates that the proposed scheme has been designed to retain existing trees, hedgerows and associated vegetation, wherever possible. In turn this will create a green corridor through the centre of the site which shall be further enhanced through supplementary planting. The latter shall naturally help to integrate the proposed scheme within the wider landscape framework whilst also supporting a mix of local species. All of which shall be informed by technical survey work as the proposal continues to progress in order to achieve an overall betterment with regards to biodiversity which accords with PPW12.
Requests for sustainable design features to be delivered for housing on site.	<p>As a company Persimmon Homes have an objective to bring forward housing which promote low-carbon sustainable living. This includes features such as solar panels, electric vehicle charging points and air source heat pump technology.</p> <p>Furthermore, according to research undertaken by the HBF new homes have a strong record on energy efficiency, which is good for consumers and the environment. Analysis shows new homes are, on average, 55 per cent cheaper to run saving £135 per month or £1,600 per year when compared with equivalent older properties.</p>
Concerns about insufficient parking provision and secure cycle parking for integration with active travel networks.	The proposed scheme shall deliver vehicle parking provision in accordance with the Vale of Glamorgan's policy requirements. Secure cycle parking shall also be provided to encourage future residents to use more active modes of transport.

Calls for housing designs that align with local architectural character.	Whilst the proposed house types will be finalised at a later stage of the process. The principles of which shall be designed with to assimilate existing architectural cues associated with Dinas Powys and in doing so ensure the proposed scheme remains in keeping with the character of the local area.
Suggestions for communal facilities to foster engagement.	The proposed scheme has been designed around a central green space at the centre of the site. This shall provide a safe space for people to use at their leisure whilst also facilitating events to foster a sense of community for both existing and future residents.
Suggestions for additional ecological measures to enhance sustainability.	Rain gardens, swales, and strategic planning along primary streets will contribute to biodiversity, landscape aesthetics, and climate change mitigation. The proposed scheme will also include a range of habitats on site to support native species, ensuring sustainable ecological enhancements.
Query in terms of the amount of affordable housing which will be provided on site.	The Site provides a valuable opportunity to facilitate the delivery of much needed market and affordable housing in a highly sustainable location. In line with the proposed site allocation (SP4 KS2), up to 40% of the 250no. new homes will be delivered for local housing associations and a mix of house types to respond to local demand.

5. SUMMARY

- 5.1 This Statement of Community Engagement has been prepared to respond to the requirements for the pre-deposit engagement phase of the Replacement Local Development Plan (RLDP). The emphasis placed on community engagement as a key component of placemaking is acknowledged and the goal of building consensus with local stakeholders is supported.
- 5.2 In summary, feedback was predominantly received from local residents, primarily through in-person surveys and online feedback forms. These responses covered a range of topics and, upon review, were categorised into key themes. The proposal was then assessed in the context of these themes, which included design, transport and access, drainage, and the capacity of local infrastructure to support the development.
- 5.3 An overview of the feedback indicates general support for advancing the site for residential development to meet local housing needs. While some concerns centred around the impact on drainage and flood risk, as well as the congestion on Cardiff Road and the impact on biodiversity. Such issues were addressed accordingly.
- 5.4 Most of the feedback centred on technical aspects of the proposal, particularly the potential impacts on local wildlife, ecology, drainage, and services such as schools and healthcare facilities. These issues are examined in greater detail in Section 4 of this report. Addressing the core concerns, findings demonstrate that appropriate mitigation measures have been implemented into the proposal from an ecological perspective, and that the site is advantageously located to benefit from the local active travel and public transport networks.

Appendix 1 – Consultation Poster

Land North of Dinas Powys Community Engagement Event

Persimmon Homes invites you to attend a community engagement event to share initial plans for the site at Land North of Dinas Powys (Ref. SP4 KS2)

As a local resident we are interested to get your views on key placemaking principles to inform the evolving masterplan and support the Site's progression within the Vale of Glamorgan Replacement Local Development Plan (RLDP) process.

**Friday 18th October
15:00/3pm – 19:00/7pm**

Murchfield Community Centre, Dinas Powys, CF64 4QQ

The Site plays a pivotal role in helping deliver the Authority's Transport Orientated Growth Strategy and we are keen to hear your views to enable the proposed scheme to meet the needs of local people.

We look forward to seeing you there and welcome your comments.



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Appendix 2 – Consultation Boards



Welcome

Land North of Dinas Powys

Thank you for coming to this Community Engagement Event hosted by Persimmon Homes East Wales.

We're delighted to share our initial plans for the proposed site allocation 'Land North of Dinas Powys' (SP4 KS2) and get your thoughts on key placemaking principles to inform the masterplan as it continues to progress.

This event seeks to gain local insight into the area and better understand the local community's priorities to support the site's progression within the Vale of Glamorgan's Replacement Local Development Plan (RLDP).

It's important to tell us what you think and we welcome your comments.



Thank you again for taking the time to attend our event today.

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About Persimmon

Founded in 1972, Persimmon Homes is one of the **UK's leading 5 star housebuilders**, the highest rating for quality and customer satisfaction.

Persimmon Homes remains committed to the opportunities presented by the proposed site 'Land North of Dinas Powys' with a particular interest in delivering quality market and affordable housing to meet the needs of the local community.

To achieve this objective Persimmon Homes has appointed a team of professional consultants with significant experience working across the Vale of Glamorgan and throughout South Wales.



The Team:

- Boyer Planning, advising on all planning matters;
- Roberts Limbrick, providing all master planning and design support;
- Tir Collective, providing input on the landscape design and any visual impact of the proposals;
- JBA, providing technical support on drainage and services;
- BSG Ecology, advising on ecological issues;
- SLR, providing transport and highways infrastructure.





Replacement LDP

Proposed Site Allocation

The Vale of Glamorgan are in the process of bringing forward their Replacement Local Development Plan (RLDP). Most recently the Authority consulted on the Preferred Strategy earlier this year and the next stage of the process will be the Deposit Plan which is expected February/March 2025.

Land North of Dinas Powys plays a pivotal role in helping the Authority deliver its Transport Orientated Growth Strategy and has been identified as a proposed allocation within the RLDP.

The Site provides a valuable opportunity to facilitate the delivery of much needed market and affordable housing in a highly sustainable location which includes:

- 250 no. new homes with up to 40% of housing for local housing associations and a mix of house types to respond to local demand
- Centrally located Green Infrastructure Corridor creating areas for informal play and ecological mitigation for biodiversity enhancements
- Public Open Space (POS) along the site's northern boundary to naturally screen the Site and integrate the proposed scheme within the wider landscape framework
- New attenuation and SuDS features throughout the Site to improve existing conditions on site and make the wider area more resilient to future flood events
- New primary travel route through the site with dedicated pedestrian and cycle pathways to promote more active forms of travel and connectivity to Eastbrook Station
- Financial contributions to help fund improvements to local community facilities including schools and health facilities informed by work between the Authority, Local Health Board and Education Department

Whilst this event is not a statutory requirement within the plan-making process, Persimmon Homes remain committed to engaging with local residents throughout the design process.

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Design Principles

The site concept is designed around the existing Public Right of Way (PROW), green hedgerow corridors and tree belts which feature throughout the site. Following these hedgerows and green corridors helps to create a place that respects its setting and that has a robust, established and green framework at its heart.

Key design principles include:

1. Strong links to Public Open Space via a linear green park acting as the spine for the scheme.
2. Retained Public Right of Way along existing hedgerows within a landscaped buffer setting – links to Eastbrook train station within a 10 minute walk.
3. Primary access via a new dedicated junction at Cardiff Road and a primary loop through the site creating 'streets' and 'places' rather than 'roads' with cycling and walking being promoted within.
4. Opportunity for rain gardens, swales and strategic street planting to 'green up' the streets and promote sustainable urban drainage while providing a positive outlook for properties.
5. Development parcels respond to the topography of the land and will be safe and secure in their design with strong frontages onto all streets and public open spaces etc.
6. Development parcels are set back from historic tree belts, woods, hedges and root protection zones creating robust buffers and attractive spaces for residents.



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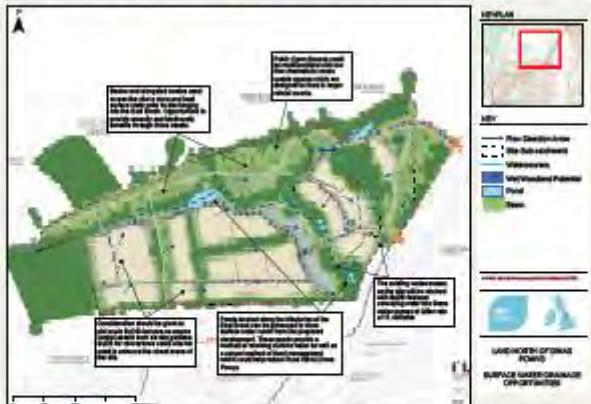
Access/Public Transport

- The site provides an extension to Dinas Powys with access to a range of amenities in the surrounding area, including Dinas Powys Infants School, Eastbrook Station and a local centre.
- The development will be accessed from Cardiff Road with a new signalised junction that includes a light controlled crossing for pedestrians.
- The site is adjacent to regular and frequent bus services that links Dinas Powys with Penarth and Cardiff to the east and Barry to the west.
- Pedestrian and cycle links will be provided through the site connecting to Seel Park, Georges Row and as well as Cardiff



Drainage

- Flood Risk to the proposed development site is low, with all built development located outside of NRW Flood Zones.
- Conscious of the known flood history to Dinas Powys, Persimmon are actively engaging with Natural Resources Wales (NRW) on flood risk matters.
- Sustainable drainage systems (SuDS) shall be utilised to manage rainfall at source, along with conveying and attenuating surface water flows on site.
- Surface water shall be discharged to on-site watercourse, at an attenuated rate. Water quality shall be managed through the use of SuDS such as rain gardens, swales and basins.
- The use of SuDS shall maximise the benefits of amenity space and enhance the biodiversity of the site, creating linkages to existing habitats along the watercourse corridor and upstream woodland areas.





Landscape and Ecology

Retention of Natural Features: Existing trees, hedgerows, and the East Brook watercourse are to be retained, with only minimal removal of hedgerow to create access routes.

Improved Footpath: Retention and improvement of the existing western footpath to benefit users and encourage active travel.

Rain Gardens: Rain gardens to be incorporated along streets, planted with trees, shrub and perennial planting to provide seasonal and visual interest.

Proposed New Planting:

Hedgerow planting to infill existing gaps along field boundaries, connecting existing and proposed green infrastructure.

Transitional planting and grassland buffers alongside the adjacent woodland to ensure protection and to create new habitats.

Tree planting alongside field boundaries and street tree planting to create a pleasant living environment with seasonal and biodiversity interest.



Through scheme progression, further survey work will ensure suitable mitigation measures are provided and a series of wildlife corridors to support local species.

The proposal shall be delivered with due regard to existing ecological features, achieving biodiversity enhancements in line with the Vale of Glamorgan Council's strategic objectives and the Environment (Wales) Act 2016.



Sustainability

The proposed developments will be built for low-carbon sustainable living, with solar panels, electric vehicle charging points and air source heat pump technology installed.

New homes have a strong record on energy-efficiency, which is good for consumers and the environment. Analysis shows new homes are, on average, 55 per cent cheaper to run, saving £335 per month or £3,600 per year when compared with equivalent older properties.*

* RICS Residential Land Price Survey July 2021



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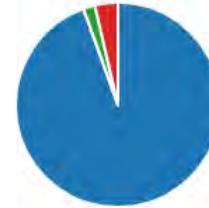
Appendix 3 – Results of Consultation

Land North of Dinas Powys – Community Engagement Survey

55 Responses 10:39 Average time to complete Closed Status

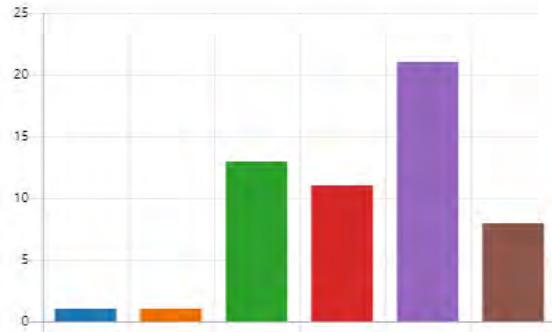
1. About you:

Local resident	52
I own a local business	0
I work in the local area	1
I represent a local community ...	2
Other	0

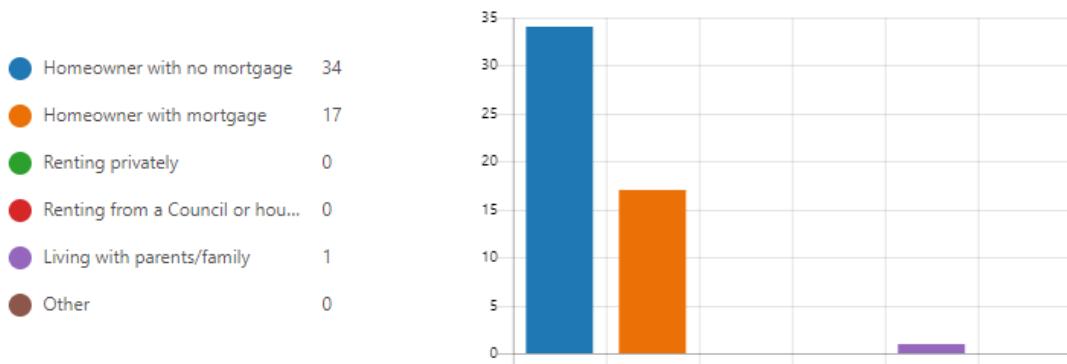


2. In which age range do you fall?

Under 18	1
18-30	1
31-45	13
46-60	11
61-75	21
Over 75	8

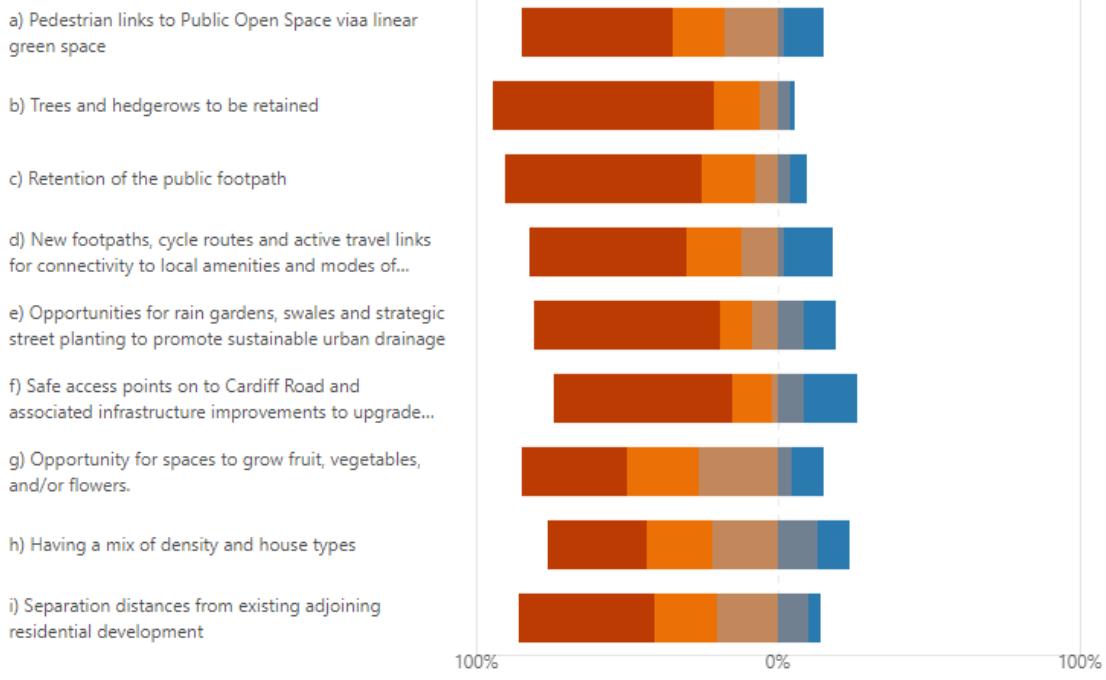


3. Which of these best describes your housing circumstances?



4. To what extent do you agree with the principles of the proposed masterplan for Land North of Dinas Powys? For example, how important do you feel the following are:

■ Strongly Agree ■ Agree ■ Undecided/ Don't Know ■ Disagree ■ Strongly Disagree ■



5. Are there any other design elements/features you believe would be beneficial to consider further?

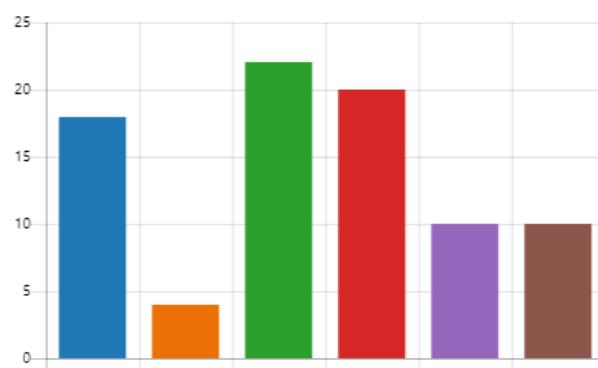
37
Responses

Latest Responses



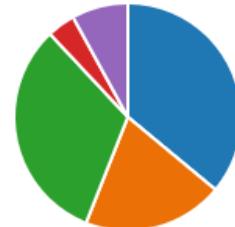
6. What type of new homes do you think are most needed in Dinas Powys? (Please tick all that apply)

● Family homes	18
● Apartments	4
● Starter homes	22
● Affordable homes	20
● Assisted or supported housing	10
● Smaller homes	10



7. How important is it that the proposed development includes affordable housing?

Very important	18
Important	10
Neutral	16
Unimportant	2
Very unimportant	4



8. In your opinion do you think the proposed scheme will help meet local housing needs?

Yes, definitely	7
Yes, with some improvements	5
Neutral	12
No	24



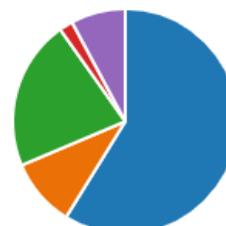
9. What facilities do you think would be most beneficial to the local community?

41
Responses

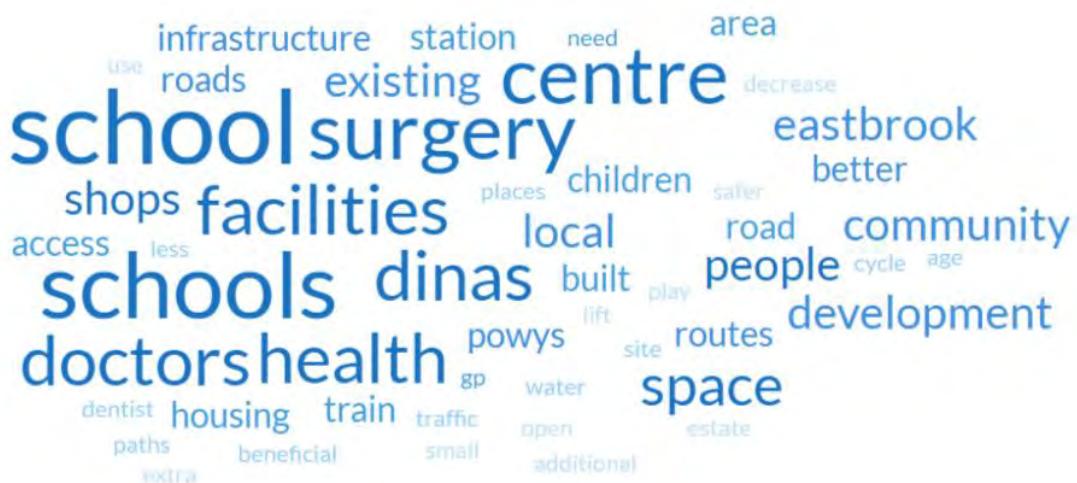
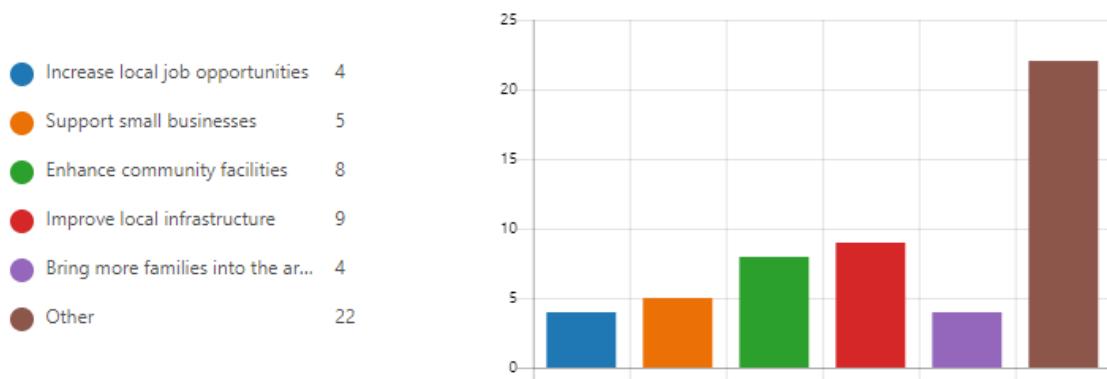
Latest Responses
"1) expansion of school places for local children as schools already full..."
"ease of access to local shops. additional parking at eastbrook train st..."
"new gp surgery to complement and support existing health centre"

10. How important is it that sustainable building practices are incorporated into the proposed design?

Very important	30
Important	5
Neutral	11
Unimportant	1
Very unimportant	4

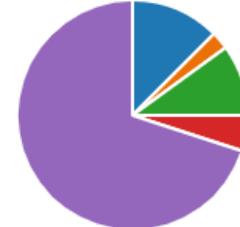


11. Which of the following benefits do you believe the proposed development could help positively contribute towards within the local economy and community? (Please tick all that apply)



12. How confident are you that the proposed development will mitigate any impacts on local traffic and transportation?

Very confident	5
Somewhat confident	1
Neutral	4
Somewhat not confident	2
Extremely not confident	28



13. Do you agree that the site is conveniently located for Eastbrook Train Station?

Yes	26
No (If no, please explain why ...)	17
Other	23



14. What transportation improvements would increase your confidence in the development?

Better roads or intersections	31
Additional public transport ro...	21
More cycling lanes and walkin...	23
Other	18



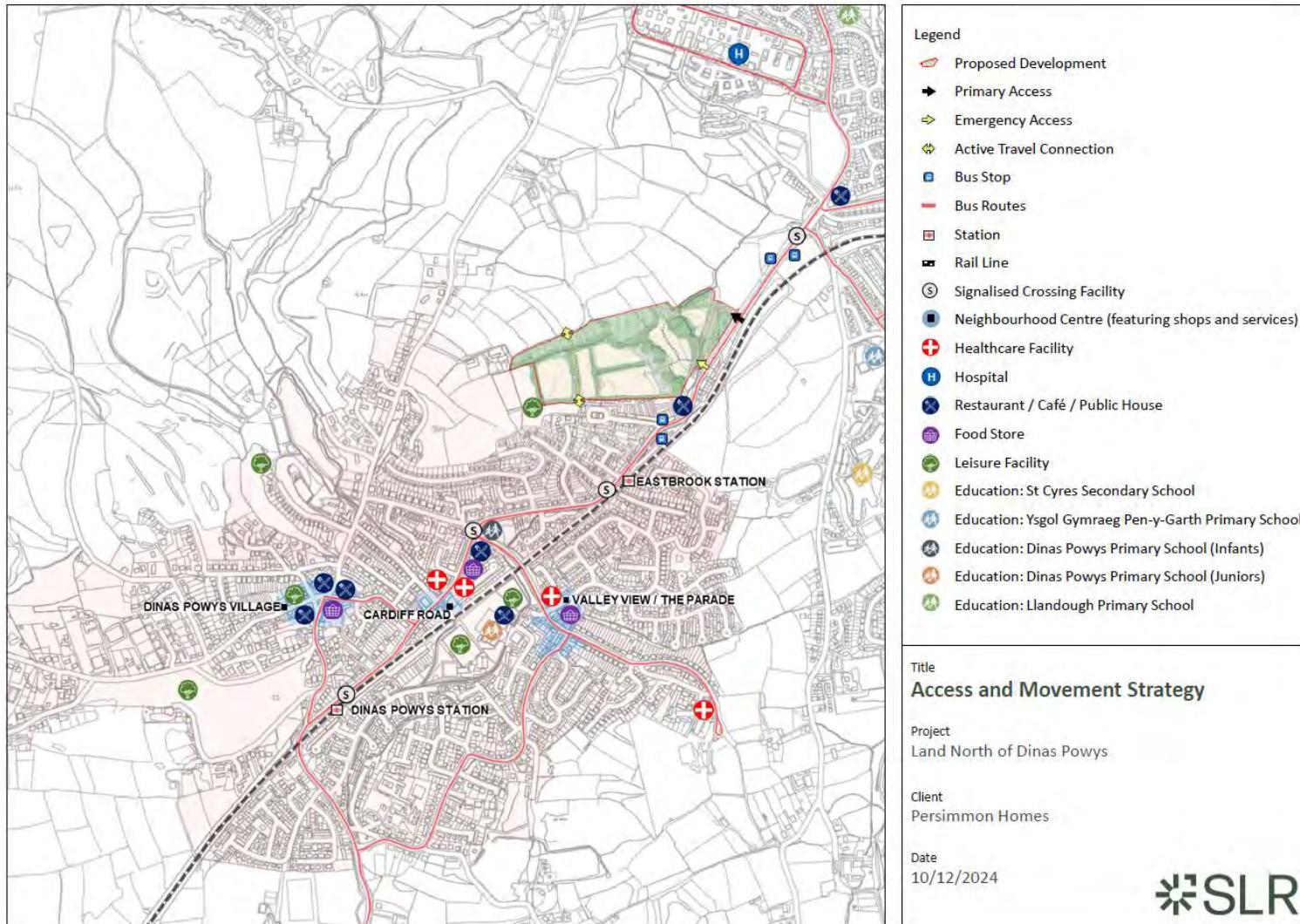
15. Are there any other local factors you believe Persimmon Homes should consider as the proposed scheme continues to progress?

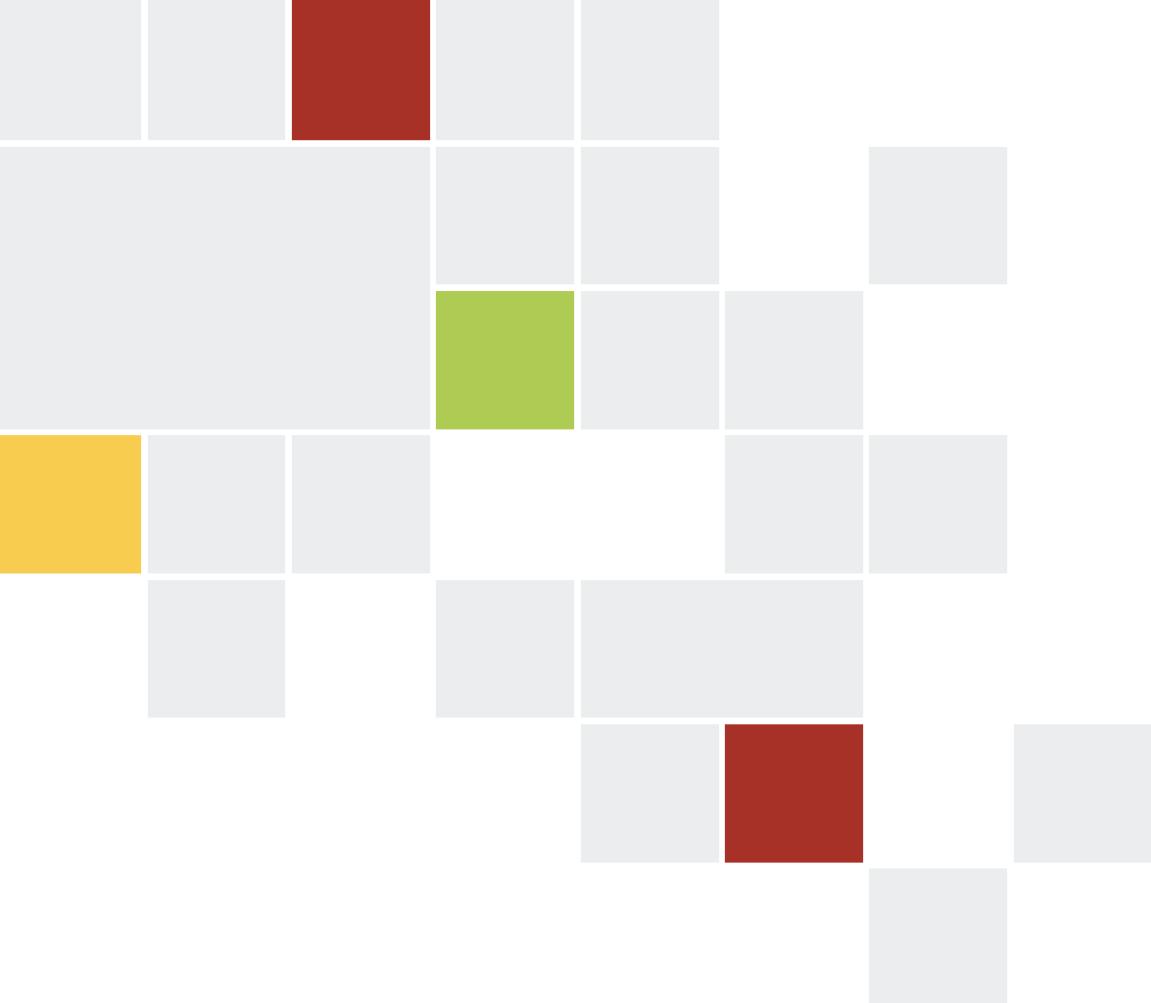
44
Responses

Latest Responses

"the wildlife in the area needs to be considered in this vital green space..."
"availability of health services in the community availability and early..."
"community centre/ activities hub "

Appendix 4 – Updated Access & Movement Strategy





Park House, Greyfriars Road, Cardiff, CF10 3AF | 02920 736 747
cardiff@boyerplanning.co.uk | boyerplanning.co.uk

Boyer

Appendix 2

Report of Master Planning Consultation.

Vale of Glamorgan Replacement Local
Development Plan.

2021 - 2036

KS3: Land at Readers Way, Rhoose.
Consultation on behalf of PMG Development

Philippa Cole, Planning Consultant

1.0 Introduction

1.1 On the 30th of September 2024 the RLDP Initial Consultation Report was considered and agreed at a meeting of Full Council of the Vale of Glamorgan.

1.2 In agreeing the Initial Consultation Report, Full Council endorsed the actions set out within the document and granted approval to use the Preferred Strategy as a basis for progression on to next stage of RLDP preparation, the Deposit Stage.

1.3 The Preferred Strategy includes Readers Way, Rhoose as one of the Key Sites (SP4 KS3) which will deliver homes (open market and affordable) and supporting development including retail, commercial, community and formal and informal open space provision.

1.4 The Initial Consultation Report includes a commitment to request that the site promoters undertake informal engagement on placemaking with local communities to inform the master planning of these sites.

1.5 This report sets out the consultation exercise undertaken by PMG Development Ltd along with the responses received by third parties along with the responses to these.

1.6 The report is set out as follows:

2.0 Consultation Undertaken

(a) Via Website

(b) In person

3.0 Outcome of Consultation

4.0 Conclusion.

2.0 Consultation

2.1 Details of the consultation (along with those associated with other strategic sites), were published on the Vale of Glamorgan council website.

(a) Website consultation

2.2 Website consultation took place between 11th October 2024 and 8th November 2024.

2.3 The website clearly set out the purpose of the consultation and provided a series of documents for members of the public to consider at <https://pipcole.co.uk>. (Appendix 1).

2.4 The following documents were made available:

- Site Location Plan Ref 24053 (05) 100
- Proposed Masterplan Ref 2403 (05) 101
- Constraints and Opportunities Ref 2403 (05) 102
- Density Plan Ref 2403 (05) 103
- Scale and Massing Ref Plan 24053 (05) 104
- Street Hierarchy Plan Ref 24053 (05) 105
- Existing Green Infra Structure Ref 100
- Existing Green Infra Structure and Buffers Ref 101
- Proposed and Existing Footpath Routes Ref 102
- Proposed Public Open Space, Sports and Play Ref 103
- Green Infra Structure Strategy Ref 104
- Drainage Strategy

2.5 In addition public consultation boards were made available on the website after the public consultation event.

(b) In Person Public Consultation Event.

2.6 An in-person public consultation event took place at Celtic Way Community Centre, Rhoose on October 23rd, 2024, between 2.30pm and 7pm. As well as these details being published on the Vale of Glamorgan Council website, these were also published on the consultation website referred to above.

2.7 The event gave members of the public the opportunity to view the proposals, discuss with members of the site promoters team as well as planning officers from the Vale of Glamorgan Council Replacement Local Development Plan team.

2.8 As well as the developers, the following disciplines were represented from the site promoters' team:

- Transport and Highways
- Architecture and Master planning
- Ecology and Green Infrastructure
- Town Planning

2.9 Members of the public were able to question developers and their consultants about the proposals. Discussion was focussed around a series of consultation boards.

2.10 Members of the public were able to fill out a consultation form at the event or via the web site.

2.11 Ninety members of the public and four councillors attended the event.

3.0 Response to Master Planning Consultation

3.1 All written responses to the website consultation are contained at Appendix 4.

3.2 All responses to the in-person consultation are provided at Appendix 5.

3.3 The table below sets out a summary of the responses received. It should be noted that most of the responses received related to the principle of the proposed allocation and not to master planning principles as requested by the Vale of Glamorgan Council planning officers. Nevertheless, these have been responded to below.

Summary of Representation	Response
Suggested Uses	
Possible 3G pitch for AFC Rhoose	This can be considered as part of the planning application process.
More football pitches not required. Please consider cycle, run, skate, scooter all weather paths, bike pump track, climbing/bouldering areas.	The developer is happy to consider all leisure options including those listed
Dog free zones where biodiversity enhancements can take place	The promoters are committed to biodiversity enhancements throughout the site.
There are no public green spaces. I would like to see green space where children could play rather than formal pitches.	The promoter is committed to a range of open spaces on the site.
I am a Volunteer leader with Scouting in the village, and we have no area where we can undertake outdoor activities with our Young People. I would suggest this could meet this need. We are constrained with numbers in our existing hall due to its size, and if a hall could be provided adjacent to the green space it would be an amazing resource for our village. Any wooded area could be used for hammocking and the green area could also possibly be used for tent pitching and short-term supervised camping. This would bring something positive out of the development at a much lower cost than may alternatives, with potential adoption by Scouting for ongoing costs.	The promoter is happy to consider a facility that could accommodate scout activities.
Comments on Layout and Content	
Shame there is no pedestrian link to Fonmon Park/Mathew Road	Any access would require land (and property) outside the promoter's control
Please provide secure bike storage	Secure bike storage will be provided in line with adopted standards and policy at the time of a planning submission
Confirmation sought for any proposals to the rear of 7 Fonmon Road	Land immediately to the rear of 7 Fonmon Road is not part of the application site.
The existing bridleway to Port Road is unusable. Will this be paved and maintained properly.	The bridleway is not part of the site in the control of the site promoters. The bridleway is

Suspicious that this is excluded from the development.	maintained by the VoGCBC. Any issues with regards to its condition should be raised with VoGCBC. The omission of the bridleway from the site should not be viewed suspiciously.
Concerns ref privacy as proposed development is higher than existing.	The proposed development will be required to meet prescribed privacy/separation distances.
Concern about 3 storey development	The three storey elements of the development are designed to front strategic locations within the site, meet the identified need for 1 and 2 bedroomed accommodations (and possible elderly persons accommodation). These elements have been located away from existing development.
Concerns that this 'high density' development is not in keeping with existing development.	The proposed masterplan shows different densities of development across the proposed development site to reflect the relationship with the surrounding development as well as the street hierarchy proposed on site.
Important to retain as many trees and hedgerows as possible. (See also responses to Ecology Green Infra structure below)	The starting principle of the development has been to retain as many trees and hedgerows as possible. Where this is not possible appropriate mitigation will be provided. The strengthening and enhancing of connectivity corridors will also be a core aim of the development
Impact on views of the Bristol Channel from the Bridalway and land in the vicinity of the Readers Pond.	Acknowledged that the view will change because of development.
Consideration to be given to the chapel and graveyard shown on 1885 OS map	The proposed development does not adversely impact on this feature. Glamorgan and Gwent Archaeological Trust have recommended that a Desk Based assessment and geophysical survey be undertaken prior to the determination of any application and that this work would inform any mitigation , which may include further pre-determination work. There is no objection from GGAT to the proposed allocation and the developers will undertake the work as part of an application submission
Lack of Facilities in Rhoose	
Lack of School Capacity/Need for a new school	Any planning consent would be subject to an agreed financial contribution towards education facilities based on pupil numbers that would be generated by the development. It would be for the council to determine how this money spent and any revisions to school catchments.
Catchment for Rhoose is Cowbridge. Children taken by Bus which is against green policy	It would be for the council to determine whether Cowbridge Comprehensive School continues to serve the Rhoose catchment or whether alternative provision is provided. This will in part be funded through a S106 financial

	contribution based on the number of pupils the site will generate.
Inadequate GP services. Drs surgery only open certain mornings and it is a struggle to get an appointment	Noted. Council officers are reviewing healthcare provision in consultation with the local health board as part of the RLDP process. There would be land available on site for healthcare facilities if required.
Promised shops, restaurants, play areas when Rhoose Point was built but this has not materialised	Land has been made available on site to serve the development. This could accommodate a range of uses including shops and restaurants. As Rhoose expands so will the viability of additional services.
No dentist places	Noted. Council officers are reviewing healthcare provision in consultation with the local Health Board as part of the RLDP process. There would be land available on site for healthcare facilities if required
No electricity infrastructure improvements	It will be necessary to provide electricity infrastructure to the site as part of the development. There is no objection from Western Power to the proposed allocation.
Transport and access	
More than one main road in and out of the development is needed.	Include another main route from the development is not possible due to landownership and other constraints. The TA includes a comprehensive assessment of local network conditions, with turning counts and queue data showing that the local network generally operates within capacity. Strategic junctions (e.g. Weycock Cross, Port Road) are being modelled to understand cumulative impacts, and the development will be phased to align with infrastructure capacity
Celtic Way is not a suitable access	Celtic Way is a residential road that will serve as one of two access points to the site, the other being Readers Way. Both access points are proposed as extensions of existing roads forming a natural continuation of the urban area. Traffic counts and speed data confirm modest existing usage, and the access design will comply with all relevant residential road standards to ensure safety and functionality
Travelling in and out of Rhoose is already a problem	The TA includes a comprehensive assessment of local network conditions, with turning counts and queue data showing that the local network generally operates within capacity. Strategic junctions (e.g. Weycock Cross, Port Road) are being modelled to understand cumulative impacts, and the development will be phased to align with infrastructure capacity

Bus access is inadequate. 1 bus per hour	The 304 and 905 bus services currently provide hourly service, and while limited, this is consistent with other settlements of similar size. The site is located within walking distance of these services, and there could be potential to enhance provision through planning obligations.
Readers Way especially with on street parking is an inadequate access for development of this scale	Traffic surveys show Readers Way currently carries fewer than 1,700 vehicles per day, well within its design capacity. The site design includes mitigation for traffic flow and safety, and access points will be subject to safety audits. Consideration has been given to on-street parking in detailed design stages
Transport infra structure cannot cope	The assessment shows that, with committed developments considered, the local highway network can accommodate the forecast increase in vehicle trips. Key junctions are being assessed using industry-standard modelling, and active travel improvements are planned to reduce car dependency.
If Model farm and the new college at the airport are built there will be further traffic/congestion issues	Tempro has been used to growth the traffic in the assessments, which included all allocations contained within the Local Plan. Model Farm currently has no planning status, and therefore there is no requirement to include this in the analysis at the present time. If this changes then the impacts would be considered in later versions of the TA.
The idea of people moving to public transport is great 'but in reality, it won't happen'	A Travel Plan will be implemented to promote sustainable travel, including active modes and incentives. While not all trips will shift, the Plan is supported by accessible local facilities, station proximity, and new foot/cycle connections to encourage behaviour change over time. It is clear policy that this shift should take place.
The road to Barry is the only route and regularly floods and has accidents	No clusters or patterns of highway safety concerns were identified in the PIC data
Improvements be made with access via Nurston	This has not been pursued due to land ownership and environmental constraints. Primary access from Celtic and Readers Way aligns with the existing urban layout and avoids creating unnecessary impact on rural lanes
Only one train service to per hour and this will not change	The Rhoose station does currently offer an hourly service, which is reflected in the TA. The South Wales Metro will offer more frequent services, including weekday and Sunday

	services on various lines, such as the Vale of Glamorgan Line.
Construction traffic over potentially 7 year development programme and parking by construction workers on Readers Way .	A Construction Traffic Management Plan (CTMP) will be prepared as part of the planning conditions to minimise disruption, including haul routes, hours of operation, and controls on noise and dust. On site parking for construction workers will be provided.
Local public transport provision has been over estimated when being taken into consideration for this allocation.	Service availability has been fact-checked using the latest timetables and validated with local data. Any changes since the submission will be captured in the final TA and can be addressed through updated assessments if necessary.
The plans show bus stops on Fonmon Road but there are no services	Bus stops with no active services will be removed from the plans within the final TA.
Inaccurate information about public transport services . Since the preferred Strategy major changes in public transport funding and service availability have occurred.	The Transport Assessment reflects the most up-to-date public transport information available at the time of preparation, including current timetables and operator data for bus and rail services. It is acknowledged that public transport services can be subject to change, and we are committed to updating the assessment as part of the planning process and the final TA submission.
A full public transport and active travel impact assessment should be provided and should include committed and pipeline development.	The submitted Transport Assessment includes an assessment of existing public transport accessibility, active travel infrastructure, and trip generation by sustainable modes. Committed development (TEMPRO) has been considered in the cumulative modelling scenarios. We welcome further discussion with the Council to identify any additional future developments to ensure a comprehensive cumulative impact review, and to refine the scope of active travel audits or mitigation proposals in line with Active Travel Wales Act guidance.
TfW have rejected the increase in numbers of trains to and from Rhoose	The increase in trains to Rhoose is the subject of ongoing review by TfW. The development does not rely on improved frequencies for justification but encourages modal choice by offering better pedestrian and cycle access to the existing station.
If Readers Way and Celtic Way are provided as access points it will become a rat run for those avoiding the main throughfare.	Traffic calming, layout, design, and permeability principles will discourage through-traffic not associated with the development. Modelling does not indicate a significant change in route preference among wider drivers.
Suggested that a bus route through the site could be available. With only one subsidised service - this is questioned.	Any route through the site would be subject to viability and discussions with the local bus operator. Design allows for a potential service

	loop, and a financial contribution toward service enhancement could be secured via planning obligations.
Transport issues with cars using Fonmon rather than Rhoose because of introduced calming measures.	Fonmon Road has not been promoted as a primary route and is not suited for high volumes. The TA accounts for distribution via the primary network, and mitigation at junctions such as Dragonfly Drive/Weycock Cross will reduce the likelihood of diversion through unsuitable rural lanes.
Bikes and electric bikes could form a credible alternative to the private car subject to adequate infrastructure being put in place. A dedicated cycle route from Rhoose to Penarth should be put in place.	Agreed. The site itself will provide appropriate infrastructure and storage for bikes. The development will appropriate deliver off site improvements to encourage the shift in modal choice away from the private car. The development itself cannot deliver a strategic cycle route but can contribute to this where possible. This will be a matter for the council to progress using existing highways and compulsory purchase powers where necessary.
Drainage	
Readers Way Flooding. No information as to how highway water would be stopped from flowing downhill.	A full surface water flooding strategy will be secured as part of the development.
Concerns that Flood ponds etc will not be maintained	Maintenance of the flood storage ponds will be secured through a S106 agreement.
Concerns about overtopping from flood ponds into existing properties	The extent of the surface water ponds and reens has been carefully considered and informed by permeability testing at the site. The maintenance of the ponds and reens will be secured through a S106 agreement.
The rear of properties in Llanmead Gdns there is a culvert which leads to an underground soakaway which deals with surface water from the development site. This regularly gets overwhelmed.	The culvert (where located within the control of the development) will be surveyed and maintained as part of the development proposals or alternative provision will be made. The wider drainage strategy will be implemented and will reduce adverse impact on this culvert.
Pumping station in Llanmead Gdns regularly fails as it cannot cope with existing situation	The development will have its own pumping station and will not adversely impact on that in Llanmead Gdns. DCWW should be contacted about existing issues with the pumping station.
Already an issue with flooding from these fields and this will make it worse	The proposed development will provide a comprehensive solution to flooding in consultation with DCWW, NRW and VoGCBC.
Flooding issues in Norseman Close	The proposed development will provide a comprehensive solution to flooding. flooding in consultation with DCWW, NRW and VoGCBC.

Flooding issues in Swallow Rise with flooding from airport field. This needs to be properly addressed as same thing could happen to these proposed houses.	The proposed development will provide a comprehensive solution to flooding. flooding in consultation with DCWW, NRW and VoGCBC.
The land holds a lot of water and despite this the surrounding area floods	The land has been the subject of permeability testing. The land has no permeability to water and rain flows over it as opposed to providing significant absorption. . The proposed development will provide a comprehensive solution to flooding.
Flood Consequences Assessment is required	A Flood Mitigation Strategy is incorporated into the scheme.
Agriculture	
Loss of quality agricultural land	An Agricultural Land Classification Report accompanied the Candidate Site Submission. The site is identified in the predictive land classification map version 2 2020 as subgrade Grade 3b agricultural Land and therefore not Best and Most Versatile Land.
The land is food producing. Need farmland for food.	This is acknowledged but there is also need for housing to meet the needs of the area. The land is not Best and Most Versatile agricultural land. It is grade 3b and as such in policy terms can be considered for other uses.
No detail on Agricultural Land Classification determined by soil samples	The site is identified in the Predictive Land Classification Map Version 2 2020 as subgrade 3b agricultural Land and therefore not Best and Most Versatile (BMV) Land. The Welsh Government Guidance Note v2.1 (May 2021) describes the purpose of the predictive map. This Note includes a Survey Decision Flowchart which shows that land is shown on predictive maps as grades 3b, 4 and 5 – which is the case here then survey is not required.
As land is crop producing it must be BMV land	The site is identified in the Predictive Land Classification Map Version 2 2020 as subgrade 3b agricultural Land and therefore not Best and Most Versatile Land. The Welsh Government Guidance Note v2.1 (May 2021) describes the purpose of the predictive map. This Note includes a Survey Decision Flowchart which shows that land is shown on predictive maps as grades 3b, 4 and 5 – which is the case here then survey is not required.
No information on impact on existing farmers who currently work this land	The site is being promoted through the RLDP with the full agreement of the owners.
Green Infra Structure/ Ecology	
Loss of trees and wildlife	The green Infra Structure Statement and plan identifies that the proposed development provides for significant investment and mitigation to address these concerns.

Readers Way pond has protected Great Crested Newts	Readers Pond is outside the proposed allocation. Surveys of the ponds were undertaken and no evidence of Great Crested Newts was found. Notwithstanding, the proposed development will allow for appropriate mitigation measures. The council ecologist (in response to the consultation of Candidate sites) concluded: 'Potential for adverse impact upon either a SINC or LNR but appropriate mitigation measure can be implemented to avoid significant damage. SINC 41 - Readers Way Pond is located to the south. It is designated for the protection of Great-crested Newts. Newts spend 60% of their time out of water in surrounding habitats including the area under question. The only way to progress this site would be to realign so that there is a significant buffer of green space adjacent to the pond. Newts can travel 250 metres from their home ponds and ecological searches tend to use a 2 km. buffer to any development site. Options would include integrating SUDS features nearer the Readers Way Pond and locating some of the informal green space immediately adjacent rather than low density housing as shown on the concept plans.'
More hedgerows and trees should be included	The current Green Infra Structure Proposals demonstrate that the loss of trees and hedgerows can be mitigated within the development site. The ability to provide more hedgerow and trees will be the subject of consultation with the council and within the restriction set by the airport zone.
Area is too large resulting in loss of valuable feeding grounds for birds	A significant area of land is retained as open space and will include areas for biodiversity enhancement.
Important to retain hedgerows and important trees	The starting principle of the development has been to retain as many trees and hedgerows as possible. Where this is not possible appropriate mitigation will be provided. The strengthening and enhancing of connectivity corridors will also be a core aim of the development.
Understand no ecology or tree surveys have been undertaken. Important to protect any habitats identified as part of those surveys	Preliminary Ecological Surveys have been undertaken. An Arboricultural Survey has been undertaken. These have been the starting point for the Green Infra structure Plan and Masterplan. In addition, further surveys to determine the presence of Great Crested Newts have been undertaken following a request by

	the council. These have informed the design and layout of the proposed development.
Shame that aviation restrictions limit the trees species that can be planted and the introduction of extensive areas of water.	The proposals will be the subject of consultation between the developers and Cardiff Airport .
Climate Change Emergency	
Compliance with the council's declared position.	Moving forward the RLDP will be subject to officer's consideration of the council's declared position on climate change.
Affordable Housing	
Will the 35% affordable housing be for immigrants?	The allocation of Affordable Housing will be dealt with by the Registered Social Landlord that is appointed for this site.
Amount of social housing is having a knock-on impact on schools and behavioural issues.	This is not in the control of the developer.
Will affordable housing be offered to local people?	The allocation of Affordable Housing will be dealt with by the Registered Social Landlord that is appointed for this site.
Increased social housing in Rhoose has impacted on crime.	This is not a matter that can be dealt with by the developer.
Impact on amenity of local residents	
Currently a tranquil peaceful place to live	The development site will meet amenity standards that enable continued appropriate living standards.
Privacy of existing residents as proposed development will be at a higher level than existing.	The proposed development will meet appropriate amenity standards. Such standards have regard to changes in levels etc.
Impact during construction	The proposed development will be subject to a Construction Environmental Management Plan which will seek to minimise adverse impact on local residents.
Viability	
Without available viability information there can be no certainty that what has been promised can be delivered. This has happened elsewhere when developers have pleaded poverty.	The developer has submitted a viability appraisal that is the subject of independent scrutiny by consultants appointed by the VoGCBC.
How will playing fields and allotments for example be run, financed? The cost is likely to be borne by the developer or passed to homeowners which could lead to viability issues.	The final model for the management of these facilities will be determined through the application process. The facilities would be provided by the developer and then either adopted by the VoGCBC with an upfront commuted sum or managed through a management company funded by an annual management fee paid by residents. Some uses – yet to be determined may be funded by other sources.
If councils and developers are not willing to invest in infrastructure to support further development then planning should not be given.	All necessary infrastructure to enable the development to go ahead will be secured and funded by the development and through the planning application process.

Noise	
The site immediately abuts the BAMC hangar and the airport runways. Planning policy is clear that new residential development should not be placed adjoining existing businesses where those future residents may attempt to curtail their use.	The proposed development has been the subject of a Noise Assessment. This has demonstrated that a suitable noise climate exists at the site to enable development to proceed.
A Noise assessment is required	A Noise Assessment has been provided and considered by the council. This has demonstrated that a suitable noise climate exists at the site to enable development to proceed.
History of noise complaints is a material consideration.	A Noise Assessment has been provided and considered by the council. This has demonstrated that a suitable noise climate exists at the site to enable development to proceed.
The increase in cars on Readers Way and the surrounding roads will result in an increase in noise.	Increases in traffic noise are not necessarily harmful to amenity standards. Planning Policy set out in Welsh Government Technical Advice Note 13 sets out noise standards that should be met. There is no expectation that such standards will be breached because of increased traffic movement from the development site.
Need	
70 properties on the market in Rhoose why need to build more?	The council is required to provide adequate housing for need going forward in the plan period. The need for new housing is in addition to existing properties.
Plenty of brownfield sites in derelict areas that should be used in preference	Noted. However, many brownfield sites in VoGC boundary are not suitable for residential use due to constraints.
Policy	
The site is currently Green Wedge	Noted. The Green Wedge Boundary can be reviewed through the local plan review process such as this. The council officers and consultants have carefully considered the Green Wedge designation in this location and concluded the change in this location would not harm the wider integrity of the designation.

4.0 Conclusions

4.1 In accordance with the resolution of the Vale of Glamorgan County Borough Council the site promoters have undertaken informal engagement on placemaking with local communities to inform the master planning of the proposed Strategic Site KS3 Land at Readers Way, Rhoose.

4.2 The report has included all responses to the consultation not just those related to master planning principles.

Appendix 3



Report on Public Consultation

RE: Land at Church Farm, St Athan

Consultation

At the request of the Vale of Glamorgan Council's Planning Policy team, Barratt David Wilson Homes South Wales ('BDW') attended a planning consultation event held at St Athan Community Centre on 16th October 2024. This event formed part of the ongoing consultation and engagement process supporting the promotion of the site known as Land at Church Farm St Athan within the Vale of Glamorgan's Replacement Local Development Plan (RLDP) (2021-2036).

The purpose of the consultation event was to present the emerging development proposals and obtain feedback from the local community. BDW and its supporting consultant team, led by masterplanners EDP, prepared an illustrative masterplan for a green infrastructure-led neighbourhood, connected to the existing community and rooted in the rural landscape.

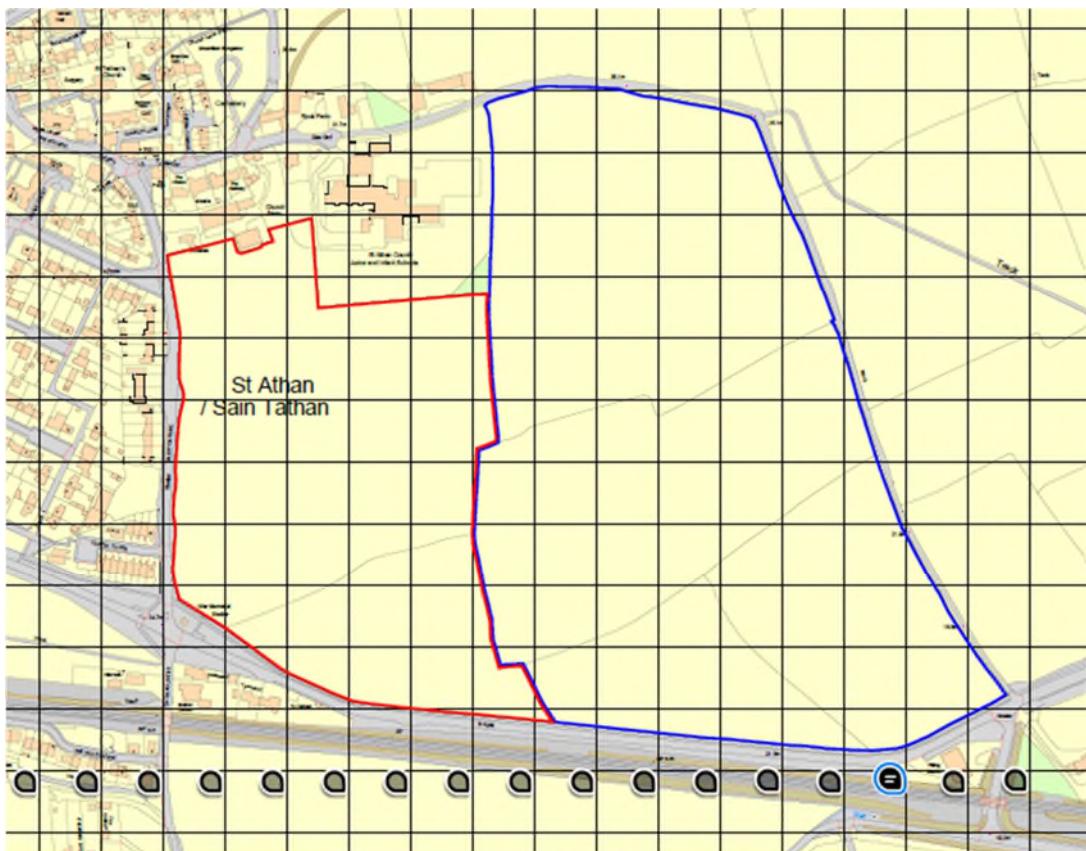
The team were present at the Community Centre from 3pm-8pm alongside the Vale of Glamorgan's Policy team to discuss the proposals and answer any queries from the community. Hallam Land and their consultant team who are promoting Land to the West of St Athan, also attended the event. In recognition of the scale of growth proposed in the St Athan area, joint consultation boards were presented, showing the relationship between Land at Church Farm and Land to the West of St Athan was presented (see Appendix A) alongside individual site consultation boards (See Appendices B and C).

Proposed Development

The development proposal presented on Land at Church Farm, St Athan comprised two phases. The first phase demonstrated a development of circa 233 mixed tenure residential dwellings in line with the Adopted Local Development Plan (ALDP) policy MG2 (Housing Allocations) which includes an allocation of 250 dwellings at the site. In addition to this, a food retail store was also proposed to enhance local services and in response to the Council's request.

A second phase of development was also presented on land to the east of the site which is not included in the ALDP but being promoted through the RLDP.

Please find below a plan showing phase 1 lined in red and phase 2 lined in blue.



The residential development across both phases included a range of two to three storey homes, predominantly semi-detached and detached in nature, with some apartments. The development provides 35% affordable housing across the site in accordance with planning policy requirements. The proposed development is accessed via a new vehicular and pedestrian access off Gileston Road. A central access road runs through the site, providing an opportunity for a potential future access point to phase 2. Pedestrian routes run through the site, including a new cycle and pedestrian route to be provided along the length of the site's western and southern boundaries. A potential pedestrian link to St Athan Primary School to the north east is proposed, subject to further discussions with the school and Local Education Department. The development incorporates areas of green space throughout the site, creating a connected green infrastructure (GI) network. This includes public open space and play space provision as well as incorporating SuDS features.

A Class A1 retail foodstore was included in response to earlier feedback received from the Vale Of Glamorgan Council during the consultation on the Preferred Strategy. The circle 18,000-20,000 sqft foodstore is proposed in the north-western corner of the site. Vehicular access to the foodstore is proposed via the new access off Gileston Road and the new internal road network. This addition aims to enhance local services within the area of St Athan and serve the need evidenced in the Council's Retail and Commercial Leisure Study (June 2023).

Consultation Feedback

Feedback from the consultation event included verbal and written responses (Appendix D). Key issues raised included:

- Location of the foodstore- concerns were raised about the increased traffic in the village centre as a result of the food store. However many residents welcome the foodstore due to limited existing shopping options.
- Impact on existing store - Some feedback also expressed concern that a larger foodstore could negatively impact on the existing small shop in the village, potentially affecting their trade.
- War memorial- opinions were mixed, with some wishing for it to remain in situ and others advocating for sensitive re-location.
- Traffic and infrastructure- residents expressed concern about the B4265 and Gilestone Road junction. While some opposed the development due to traffic, others were reassured by the potential for infrastructure upgrades.

The advertised period for public comments following the consultation extended to 30th October 2025. Two comments were received via email during this period. The comments are provided in Appendix E, however, have been summarised below:

- Cycle infrastructure- a local cycling group highlighted the need to provide active travel routes that accommodate different types of cyclists.
- Gilestone Road traffic- concerns were raised about increased traffic and pedestrian and community safety.
- Public transport- the current service was described as inadequate, and improvements were requested to reduce reliance on private vehicles.
- Environmental impacts- the potential increase in traffic and associated effects were noted.
- Flooding and drainage- concerns were expressed about surface water retention and its impact on low-lying properties.
- Healthcare provision- residents highlighted the shortage of GPs and lack of access to appointments, which must be addressed.

Correspondence was also received from St Athan Community Council (Appendix F). Below is a summary of their comments:

- Traffic and access- objections to access from Gileston Road due to its width and congestion. A new roundabout was proposed by the Community Council as a better solution.
- Car parking- a new car park near the school was suggested including EV charging and disability spaces to ease traffic and provide safer access for all.
- Retail and healthcare- the Community Council expressed concerns about the impact on local services such as doctors as a result of the proposed development and the higher population in the area.



- Safety considerations- emphasis was placed improving pedestrian safety with traffic lights and including adequate footpath design.
- War memorial- avoid impact to the war memorial.
- Additional amenities- requested allotments.

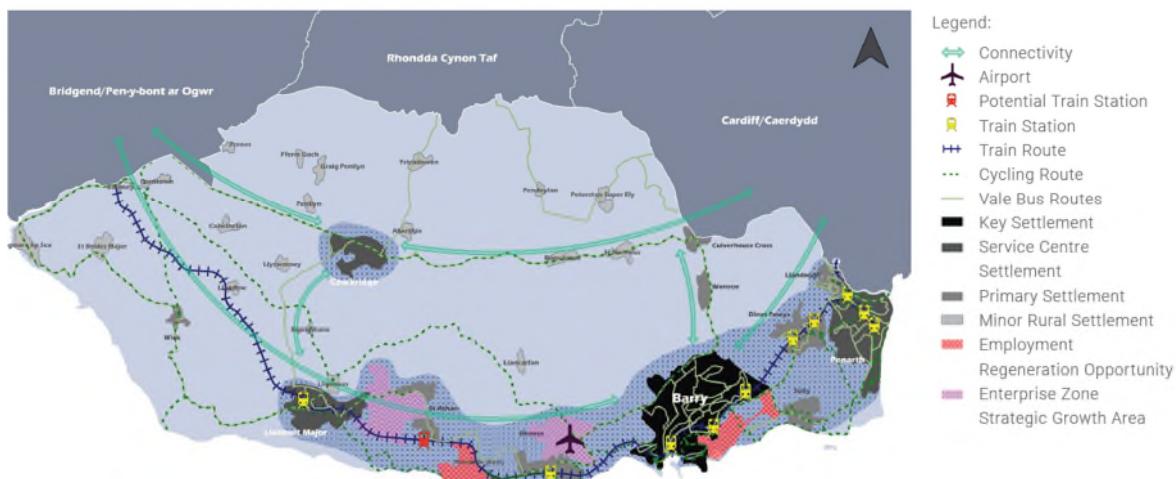
Conclusions

The consultation event provided an important opportunity for BDW to engage with the local community and stakeholders on the proposed development at Land at Church Farm, St Athan. Overall, residents welcomed elements of the scheme, such as the provision of housing and a foodstore, however, also expressed concerns around traffic.

BDW remain committed to working collaboratively with the Council, key stakeholders and the wider community to address the issues raised and deliver a sustainable, well-integrated, high-quality neighbourhood that positively contributes to St Athan.

APPENDIX A- Joint Consultation Boards

VoG PREFERRED STRATEGY



The Vale of Glamorgan Council is preparing a Replacement Local Development Plan. The Replacement Local Development Plan will guide development in the Vale of Glamorgan until 2036. The Vale of Glamorgan has published and consulted on a Preferred Strategy for the Replacement Local Development Plan which seeks to establish its key aims and, in doing so, identify how much and where certain forms of development should be located.

The Preferred Strategy has received political support from the Vale of Glamorgan's elected members and the Welsh Government.

The Preferred Strategy identifies two Key Sites in St Athan. These are 'Land to the West of St Athan' which is being promoted by Hallam Land and 'Land at Church Farm' which is being promoted by Barratt David Wilson Homes.

These boards provide details about both of these Key Sites and we are seeking feedback from residents about the form of development and land uses that they wish to see delivered across the two Key sites. We would be grateful if you could complete and return these forms into the post-box at the end of the hall. Comments can also be provided via email until 23rd October at:

PlanningConsultation@savills.com

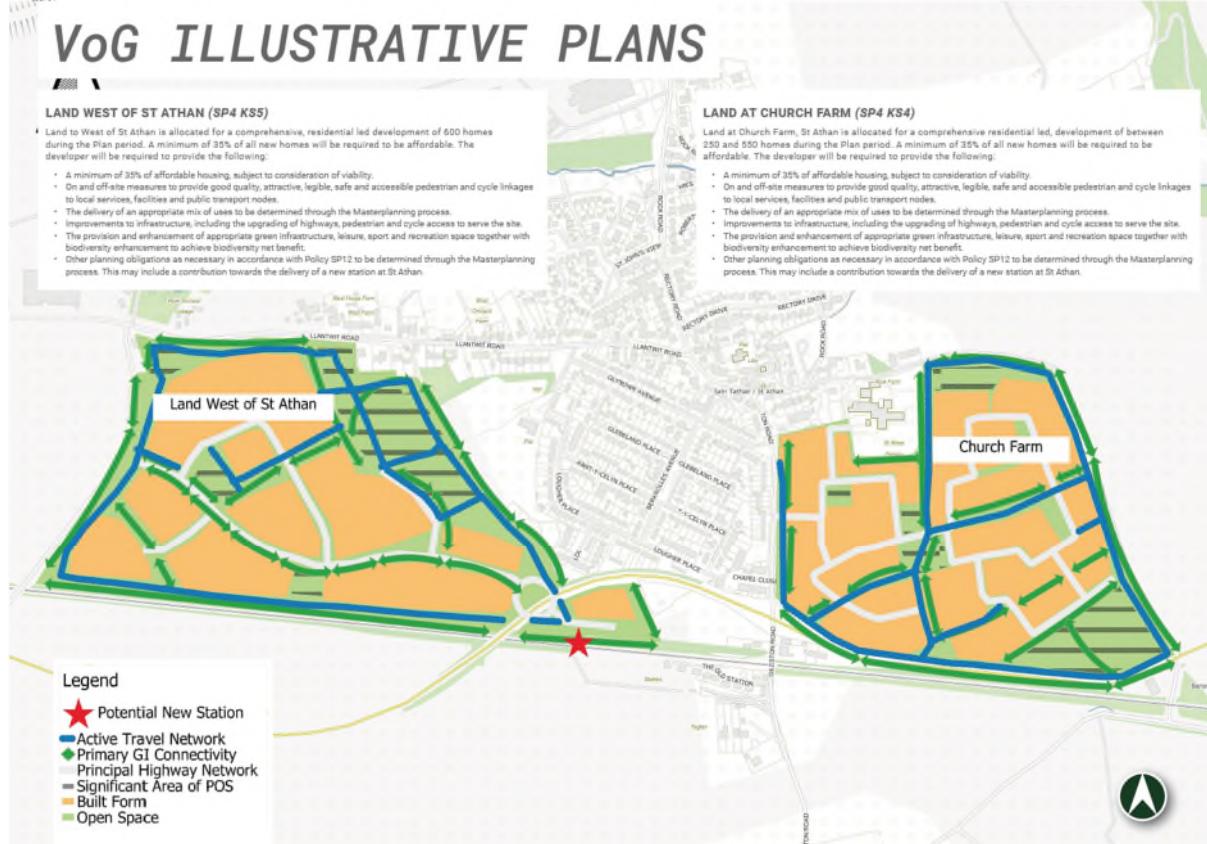


BARRATT
HOMES



KEY:

VoG ILLUSTRATIVE PLANS



APPENDIX B- BDW Consultation Boards

INTRODUCTION



Land at Church Farm
Land at Church Farm is identified as Key Site 4 in the Council's Preferred Strategy. The site is earmarked to deliver 250-550 homes, of which 35% will be required to be affordable.

Approximately 250 homes are already allocated for development in the adopted development plan, with a second phase of 300 homes being promoted by Barratt David Wilson Homes (BDW) through the emerging plan process.

BDW and its supporting team, led by masterplanners EDP, has prepared an illustrative masterplan for the site which proposes a green infrastructure-led development incorporating high quality, attractive, legible, safe and accessible pedestrian and cycle linkages to the existing and proposed local services and public transport nodes.

About Barratt David Wilson Homes
BDW is the nation's leading housebuilder, creating exceptional new places for people to live, work and enjoy themselves across the country. Our vision is to lead the future of housebuilding by putting customers at the heart of everything we do.

BDW is the promoter of the 'Land at Church Farm' site and will be responsible for securing full planning permission for its delivery and its delivery including all associated infrastructure. BDW has an extensive track record of delivery in the area, having recently completed schemes at Taffham's Court, St Athan and Sycamore Chase, Boverton, and is currently building a new community at Parc Ffwrn Wen, St Athan, all of which provided much needed on-site affordable homes for local people.

BDW's commitment to delivering outstanding quality in the communities we build is unparalleled, recognised by our host of industry awards including being named Leading National Sustainable Housebuilder by NextGeneration in 2023. BDW is also the only major national housebuilder to retain a 5-star rating for the 15th consecutive year in the HBF Customer Satisfaction Survey 2024.



edp  

CONSTRAINTS AND OPPORTUNITIES



LANDSCAPE AND GI
 Retain and enhance existing site features and vegetation, and explore opportunities to create a vibrant community GI spaces running through the heart of the site.
 Create green links/GI connections through the development to regenerate, improve and to provide green spaces for the community. Consider opportunities to link to the War Memorial with a long-term inclusive public realm strategy.
 Improve accessibility and connectivity across the site and create green spaces and green routes around the site's pedestrian and cycle network, and encourage health and well-being for both new and existing residents.
 Opportunity to work with the urban design team and local community groups and stakeholders to develop growing and food production areas.
 Opportunity to incorporate public art into the masterplan in key locations to enhance the sense of place and local identity through art, installation and sculpture.

ACCESS AND MOVEMENT
 Opportunity to provide better and safer access options to the St Albans Primary School in the heart of the site.
 Improve the existing network of paths and routes from station just to the south west of the site providing a model with in action and involving a major vehicular access to the site off Station Road for both the retail core, and connecting to the residential areas beyond.
 Provide active travel networks within and through the site.
 Opportunity to create a new cycle route along the site line that links the site to existing Public Rights of Way and link to adjacent roads and pathways.

ECOLOGY AND TREES
 Create a multi-functional GI network which enhances and establishes new green connections across the site and to the surrounding area.
 Preserve and enhance areas of existing ecological value in the south of the site and incorporate into a ecological recreation and landscape area.
 Along the eastern boundary develop a strong GI corridor with a mix of native grassland, wetland and woodland planting to provide a habitat for birds, insects and other species and a place for people to connect with nature.
 Opportunity to create new linear features within the site as equal functional assets, with swallet and rain garden providing infiltration and water storage and management opportunities.
 Retain mature trees within hedgerows where possible and, where any risk of root damage, manage root pruning and consider the use of root barriers.
 Opportunity to create an ecological corridor, functionally not gate or sharp and provide interpretation boards to increase linking with public art and education.

DRAINAGE
 Use appropriate surface water attenuation measures and SuDS to create a sustainable environment.
 Surface water attenuation measures can convey water to ponds, providing habitat for wildlife and creating an attractive public realm.
 Multi-functional SuDS provides opportunity for natural play, learning and leisure leading to improved well-being.

As part of the design development, site analysis and baseline studies have been undertaken to establish the key constraints on the site and explore the opportunities presented so that these can be taken into account in the emerging masterplan.



GREEN INFRASTRUCTURE (GI) STRATEGY

The Church Farm site is currently in active agricultural use and its Green Infrastructure (GI) and biodiversity value is predominantly associated with the network of hedges at its edges and at internal field boundaries.

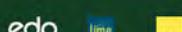
The site therefore offers an opportunity to provide significant enhancement to Green Infrastructure and biodiversity value. The site has the potential to create a series of strategic GI corridors crossing centrally from the south west to eastern boundary and from the south to the north.

These strategic GI corridors should seek to retain existing hedgerows where possible, retaining the existing hedgebank and providing a buffer to the open landscape to people and wildlife is delivered.

A further key GI corridor should be created on the eastern boundary of the site, retaining the existing hedgebank and providing a buffer to the open landscape to the east. A major access link in the PWL network along this boundary should be catered for within the future development.

Although outside the development site, the area of highway land around the War Memorial at the south west corner of the site offers an important opportunity to enhance that space, provide a stronger gateway to St Albans from the B4265 and improve access between future development, active travel and public transport links.

- 1 Boundary hedges to be retained where possible to protect existing character and biodiversity.
- 2 War memorial area to be uplifted and enhanced to provide new gateway to the village.
- 3 South west hedgebank to be uplifted and disconnected but could be retained as a feature within an open space GI corridor and/or enhanced to improve ecological connectivity and resilience.
- 4 Southern boundary provides key perimeter connectivity, buffer to B4265 and could accommodate segregated active travel routes as necessary.
- 5 Opportunities to provide alternative/adjacent pedestrian access to school.
- 6 North-south hedgerows predominantly retained but with enhanced east-west permeability to ensure connectivity across the GI corridor.
- 7 SuDS attenuation features can be spread throughout green corridors and open spaces, ensuring capacity, functionality and enhancing biodiversity and visual interest.
- 8 Creation of strategic GI corridors provides central opportunity for open space between both sides of the site.
- 9 East-west hedgerows predominantly retained but with enhanced north-south permeability to ensure connectivity across the GI corridor.
- 10 Southern hedgebank offers potential secondary GI corridor connection.
- 11 Boundary hedges to be retained where possible to retain character, biodiversity value and site enclosure.
- 12 Key strategic SuDS attenuation likely to be required at lowest part of the site.
- 13 Eastern corridor provides key north-south connectivity and buffer to open landscape to the east. Further SuDS and play facilities could be included.
- 14 Permeable connection to East Orchard Cottages - consider interpretation panels and PWL mapping to improve accessibility.
- 15 Potential opportunity for formal open space or sports pitch provision which can also serve the adjacent school.



APPENDIX C- Hallam Land Consultation Boards

INTRODUCTION



PART OF HENRY BOOT

ABOUT HALLAM LAND

Hallam Land ("Hallam") is the strategic land arm of Henry Boot PLC and is one of the UK's most well established and successful land promoters. Hallam operates throughout England, Scotland and Wales from seven regional offices working with landowners, developers, local authorities, communities and other parties to bring forward development opportunities.

Hallam has been in operation since 1990, specialising in obtaining planning permission and facilitating a wide range of schemes, including new communities, urban extensions and well integrated mixed used development that compliment existing towns and villages.

Hallam's role is to facilitate development by securing outline planning permission and potentially delivering infrastructure on the site. Hallam will then dispose of the site, either as a whole or in phases, to a single or multiple housebuilders / housing associations.



pad Apex RLRE fpcr Savills



BARRATT
HOMES

OPPORTUNITIES & CONSTRAINTS

Hallam Land
PART OF HENRY BOOT



ILLUSTRATIVE MASTERPLAN

Hallam Land
PART OF HENRY BOOT



B4265

pad

Apex
TRANSPORT PLANNING

RLRE

fpcr

savills



BARRATT
HOMES

Hallam Land
PART OF HENRY BOOT

COMMERCIAL AREA AND RAIL



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TRANSPORT PLANNING

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COMMUNITY AREA



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TRANSPORT PLANNING

RLRE

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PLACEMAKING CHARTER

Hallam Land
PART OF HENRY BOOT





APPENDIX D- Written Consultation Response



Strategic Growth in St Athan - Land to the West of St Athan and Land at Church Farm

The Vale of Glamorgan Council is preparing a Replacement Local Development Plan. The Replacement Local Development Plan will guide development in the Vale of Glamorgan until 2036. The Vale of Glamorgan has published and consulted on a Preferred Strategy for the Replacement Local Development Plan which seeks to establish its key aims and, in doing so, identify how much and where certain forms of development should be located. The Preferred Strategy has received political support from the Vale of Glamorgan's elected members and the Welsh Government.

The Preferred Strategy identifies two Key Sites in St Athan. These are 'Land to the West of St Athan' which is being promoted by Hallam Land and 'Land at Church Farm' which is being promoted by Barratt David Wilson Homes.

These boards provide details about both of these Key Sites and we are seeking feedback from residents about the form of development and land uses that they wish to see delivered across the two Key sites. The information on the boards is provided as this website: <https://sites.savills.com/stathan/>.

We would be grateful if you could complete and return these forms into the post-box at the end of the hall. Comments can also be provided until 30th October via email at: PlanningConsultation@savills.com.

1. Do your comments relate to:

- Land at Church Farm, St Athan
- Land to the West of St Athan

Yes / No

Yes / No

2. Please provide your comments below:

The large retail unit should be relocated out of the village. It will attract a lot of traffic into the centre of the village and be in direct competition with the local shops in the area. If it were to be relocated closer to the edge of the development, traffic could come straight off the main road and it would not have such an impact on the village shops. PLEASE consider the welfare of the locals who have lived in a quiet village all their lives, and the business men who have served the community for more than 60 yrs!

Please turn over for additional space.



APPENDIX E- Email Consultation Response

EXTERNAL EMAIL: Be cautious when opening attachments or clicking links

We are a local community group Vale Veloways - we represents the ordinary person travelling by bike through and within the Vale of Glamorgan. Our membership consists of, and welcomes people of all ages and bike-abilities, on bikes, trikes, recumbents, cargo bikes, e-bikes, and bikes we've never seen before. As such we wish to make a few general comments on this proposed development. We feel that there are ways in which the reliance on the private car can be reduced and other alternatives enabled. Public transport is obviously key and if the proposed train station can be built and sufficient services run this will make a big difference. However we believe that cycles and specially eCycles can be an attractive alternative to private car use as long as there are safe routes for people to use.

For example cargo bikes which are being increasingly common would be a great method for parents to transport small children to the primary school, so it is crucial that there are safe routes - which can also then be used by older children cycling independently, pedestrians and those using wheelchairs and mobility scooters. These routes should be safe segregated from motor traffic, ideally segregated between cyclists and pedestrians and more direct than the motor vehicle route. Additionally the design of the developments can help by including safe, secure, sheltered cycle storage for all households (suitable for pushchairs, wheelchairs and mobility scooters as well) which are more convenient for people to access than using their cars. The design of the development can help nudge people into choosing active modes of transport to access shops and services rather than cars.

Additionally we would like to see included safe segregated cycling routes to Llanwit Major and towards Barry. Ecycles increase the distance people are willing to travel by bike and make these achievable journeys for many for commuting, accessing services or for leisure.

We are only a small group, but we are very happy to comment on proposed plans as we have a good understanding of the needs of a wide range of current and potential cyclists. Too often cycle infrastructure is built without considering the needs of a nervous cyclist, or one using a trike, or someone for whom the cycle is a mobility aid and therefore they cannot dismount to cross a road or similar.

Regards

A handwritten signature in black ink, appearing to read "_____" followed by a date.

EXTERNAL EMAIL: Be cautious when opening attachments or clicking links

Dear Sirs

I attended the public consultation event on 16th October at the Paul Lewis Centre. I found the presentation very informative and spoke to a couple of people in connection with the proposed development at the Land at Church Farm. I am a resident of St Athan and the Church Farm development is of significance to me due to its close proximity to my house.

I was pleased to see that concerns relating to the access to this development have been addressed with a secondary access point on the main B4265. I was also pleased to see that a retail site is now included in the proposal together with retention of existing hedgerows and green areas.

The areas that remain of concern which I believe must form part of the ongoing discussions and plans are:

1. Widening of Gilleston Road to accommodate more traffic into and out of the village - this road currently only has pedestrian access on one side and is congested at peak times. Access to a supermarket and more housing will exacerbate this congestion and safety to pedestrians must be a priority.
2. Public transport - this is pretty much non-existent from St Athan with only 1 bus per hour going from Bridgend to Cardiff. There must be improved public services going north as well as east to west to encourage people to leave their cars and use public transport. The links to and from Cardiff are insufficient at present to support the current number of residents of St Athan let alone occupiers of a further 550 houses.
3. Environmental impact - this must continue to be a priority as the plan will encourage more traffic into the village to get to the supermarket.
4. Flooding and drainage - the site at Church Farm currently retains surplus surface water in wet weather. This needs to go somewhere so must be a priority. The impact on drainage across the village is of concern and I do not feel the plans currently provide sufficient assurance that this has been addressed especially for the existing low-lying properties on the edge of the proposed site.
5. Facilities - one of the major concerns is the lack of access to GPs in St Athan. The plans must take this into account and address the shortage of GPs in the area and access to appointments.

Thank you for inviting residents to provide their feedback to these plans. It is so important to ensure residents are consulted and our views are taken into account.

Regards

A handwritten signature in black ink, appearing to read "_____" followed by a date.

APPENDIX F- Community Council Response

Miss L Austin
Council Clerk
St Athan Community Council
Old School Field, Church Lane
St Athan, Barry, Vale of Glamorgan, CF62 4PL

Miss L Austin
Council Clerk
St Athan Community Council
Old School Field, Church Lane
St Athan, Barry, Vale of Glamorgan, CF62 4PL



Good Afternoon,

In our recent RLDP consultation we would like to highlight some of the areas for discussion and look forward to your reply.

The planned access into the proposed Church Farm estate is from Gileston Road, which is narrow, very busy, has car parking on the road due to lack of garages and leads to an ill thought out dangerous junction, where a number of accidents/incidents have occurred in recent times. The additional traffic will only add to the problem.

Access to the Church Farm estate should be from a new roundabout located near Four Cross Service Station, which would also allow easier access to the CCR development of Aberthaw Power Station. This would remove the additional traffic from going through St Athan and help relieve the problems on Gileston Road.

One way access from the centre of St Athan into the planned estate would also help with egress via the suggested roundabout.

St Athan urgently needs a car park, to stop the dangerous illegal parking on the main road, and this could be sited next to the school within the Church Farm development. The one way access would help reduce the traffic build up at school times and walkways from the car park to the village centre would provide easy pedestrian and disabled access. EV charging points need to be incorporated into the car park, together with disabled parking spaces.

St Athan housing has already increased by some 50% over recent years and the village is already larger in population than the nearby town of Cowbridge (2011 census). The proposed developments will virtually double the current levels, leading to a population of over 10,000. Additional retail and healthcare outlets are required to support this substantial increase and one small supermarket is vastly insufficient.

Land alongside Gileston Road could be allocated for these units, which would also be served by the new car park and pedestrian walkways.

Consideration also needs to be given to environmental issues associated with the new developments.

No impact on the war memorial will be acceptable.

Traffic lights are needed for the crossing of the B4265 to Gileston, used regularly by school children and parents.

Request that developers ensure adequate footpath sizes and minimize pavement furniture to facilitate movement for people with mobility issues around St Athan.

A suggestion to demonstrate community support for these recommendations through some form of consultation, to show that these requests are not just from the council but from the wider community.

A request for larger than standard disability parking spaces in the car park, to accommodate disability vehicles that require wider spaces.

A request for the installation of electric charging points in the car park, to encourage the adoption of electric vehicles and improve rural infrastructure. Funding for this could potentially be acquired from the developer or by approaching the Welsh Government and the Department of Transport.

Allotments are in great demand by residents and an appropriate area needs to be included within the planned development.

We look forward to hearing from you and having an update on the points above.

Lisa Austin
Council Clerk, RFO
For and on behalf of St Athan Community Council

Appendix 4

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement

savills

Hallam Land

November 2024

Statement of Community Involvement – Preferred Strategy Engagement

SP4 KS5 Land West of St Athan

Prepared by Savills on behalf of Hallam Land

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement



1. Introduction

- 1.1. This Statement of Community Involvement is prepared by Savills on behalf of Hallam Land.
- 1.2. Hallam Land is the promoter of the site known as 'Land West of St Athan'. The site is identified as a Key Site in the Preferred Strategy under Policy SP4 KS5 (Land West of St Athan). The Preferred Strategy includes an illustrative masterplan and supporting policy text which together outline how it is expected that the site will come forward.
- 1.3. At the request of the Vale of Glamorgan Council, Hallam Land presented their proposals at Preferred Strategy stage to local residents and stakeholders throughout October 2024. Hallam's proposals were presented alongside proposals for the 'Land at Church Farm' site being promoted by Barratt David Wilson Homes (BDWH) which is identified under Policy SP4 KS4 (Land at Church Farm) of the Preferred Strategy.
- 1.4. This Statement of community Involvement is accompanied by a series of appendices sitting to the document's rear.

2. Overview of Consultation Process

- 2.1. This section outlines the public and stakeholder approach that has been undertaken.

Public Consultation Event

- 2.2. A public consultation event took place at St Athan Community Centre on 16th October between 4pm and 8pm. The public consultation event was held jointly between Hallam Land and BDWH with attendees from both organisations and their project teams. Representatives from the Vale of Glamorgan Council Planning Policy Team attended the consultation event, as well as representatives from Cardiff Capital Region as the owners and promoters of the redevelopment of the Former Aberthaw Power Station. A list of these attendees is included at Appendix A.
- 2.3. The public consultation event was advertised by the Vale of Glamorgan Council.
- 2.4. Consultation boards were presented at the public consultation event, consisting of a series of joint boards setting out the planning policy context and background, as well as sets of individual boards for Land West of St Athan and Land at Church Farm. The joint boards are included at Appendix B with the Hallam Land boards presented at the public consultation event included at Appendix C.
- 2.5. A sign-in form was positioned at the start of the public consultation event but, in all likelihood, did not capture all attendees with. It is anticipated that approximately 60 people attended the consultation event.
- 2.6. Photographs from the public consultation event are included as Appendix D.
- 2.7. A Feedback Form was provided at the event for attendees to provide comments. This is included at Appendix E. The Feedback Form set out some background information about the proposals and outlined

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement



the purpose of the public consultation, before providing attendees the opportunity to comment in writing (and identify which site their comments relate to). The Feedback Form also directed towards respondents a website and provided an email address where comments can be provided.

Website

- 2.8. Savills hosted a website, containing information about both Land West of St Athan and Land at Church Farm. The website provided details about the purpose of the consultation, the two site promoters, each proposal, and how feedback can be provided. It also contained various documents for both sites.
- 2.9. The website was hosted on the Vale of Glamorgan Council's website as well as on the Feedback Form. Included at Appendix F is an extract from the Vale of Glamorgan Council's website advertising the public consultation event.
- 2.10. As well as advertising the public consultation event (where people can provide feedback), it also advised how feedback could be provided both via email and via post.
- 2.11. For both cases, the website confirmed that feedback would be accepted until 30th October and that a summary of the consultation event would be provided after that date.
- 2.12. Included at Appendix G are a series of screenshots from the consultation website.

3. Response to Comments Received

- 3.1. The table below provides a summary of the feedback that has been received (the left hand column) and Hallam Land's response (in the right hand column).
- 3.2. No written feedback forms were completed at the public exhibition relating to the Land West of St Athan site. Three responses were provided via email – two providing comments on the proposals and a second requesting that information is provided.
- 3.3. Whilst there were only a limited number of formal responses, typically positive responses are much less likely to be submitted, and this is not considered to represent an ineffectiveness of the engagement process, but rather, more positively, that there is not a large local opposition to the development and that the consultation event held on the day was considered an effective forum for engagement.
- 3.4. The table picks up on feedback provided via email / post as well as key discussion points from the public engagement event at St Athan Community Centre.

Comment	Hallam Land Response
Highlighted that the proposals would result in the significant increase in the size of St Athan, a settlement that has	This is a factual point. The proposals set out in the RLDP will likely increase the size of St Athan by circa 50%. The Illustrative Masterplan seeks to respond to this by providing a range of new facilities accessible

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement



already grown significantly in recent years.	to both the existing population and the population that the development will create.
Concern around biodiversity impact and loss of site's features of biodiversity value.	There is a policy requirement to deliver a biodiversity net gain for all planning applications in Wales and an ecological enhancement plan will be submitted at planning application stage. The proposals seek to respond to the Preliminary Ecological Appraisal that has been prepared for the site, retaining the hedgerows and trees across the site. The Illustrative Masterplan also shows the provision of green and blue infrastructure that can be positively managed.
Suggestion that significant amount of below ground archaeology in area and potentially onsite.	This is understood. Supporting documentation would be submitted as part of any future planning application to consider the potential for underground and overground features of archaeological and heritage interest.
Concerns around lack of services being provided for quantum of new homes proposed.	The Illustrative Masterplan incorporates the provision of a range of non-residential services. These comprise of an indicated Commercial Area around the future railway station and a Community Hub located more centrally within the site. The mix and composition of uses that are located within these areas is to evolve as the masterplanning process and will be informed by a marketing exercise.
Questions around opportunities for taking commercial space and timescales for delivery of commercial elements.	A number of suggestions were made around potential private occupiers for the commercial space and this is positive with Hallam Land keen to engage on these matters in due course. Hallam Land envisage delivering the commercial floorspace as a later phase of the build out to ensure that there is commercial interest.
Suggestion that new commercial / retail floorspace would put pressure on existing commercial operations within St Athan. Concerns around impact of proposed development on ability to access capacity of services.	This comment primarily relates to the 'Land at Church Farm' site given the proposals for that site incorporate the provision of a supermarket. Hallam Land's proposals incorporate the provision of modest areas of commercial and retail floorspace, its aim being to serve the additional population that would be created and the users of a future railway station. Nevertheless, national and local planning policy is clear in encouraging competition between retail operators.
Concerns around the non-delivery of St Athan Railway Station given that delivery of Station has been an aspiration for a long time.	In February 2024, it was announced that a new station in St Athan would restore services on the Vale of Glamorgan line to the area for the first time in 60 years, reconnecting thousands to jobs, education and business opportunities. The Department for Transport pledged to work with the local authority and Transport for Wales in funding and developing a business case for the new station to explore its benefits.
Suggestion that new railway station will only serve those residents in the southern part of St Athan.	With the railway line forming the southern boundary of the settlement, it is agreed that a future railway station at St Athan will inherently better serve residents of the southern part of St Athan, including those new residents that would live at the Land West of St Athan site.

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement



Request for re-visiting of green infrastructure strategy to incorporate greater allotment provision.	The approach taken in the Illustrative Masterplan was to propose an option as to how green infrastructure could be incorporated across the site. Whilst this indicated the provision of allotments, it was evident that there was a strong appetite for further provision and this will be explored as the approach to green infrastructure evolves further.
Suggested that not enough foul water capacity for development.	At present, we are not aware of Dwr Cymru raising any concerns with foul water capacity as a result of the development. If additional foul sewerage capacity is required (and there are no existing improvement plans) then this would be delivered by Dwr Cymru Welsh Water.
Concerns around traffic and additional trips that the proposal would result in on the highways network.	Apex Transport Planning are undertaking a Transport Assessment as part of the promotion of the site. As well as considering the site's sustainability and active travel credentials, the Transport Assessment will forecast the number of trips associated with the development and their impact on the highways network. If offsite highways network improvements are required then this would be funded through a Section 106 obligation. Strategic highways assessment and modelling work is also being undertaken by the Vale of Glamorgan Council.
Safety concerns around pedestrian use of Llantwit Road and questions around whether vehicles would use Llantwit Road.	Hallam Land's proposals are considered to deliver a betterment to Llantwit Road, taking vehicles off of it and directing them through the site instead. A package of improvements to the footway along Llantwit Road are proposed and are being explored working with the constraints of the extent of adopted highway and the varying width of the road.
Suggestion of need to improve Gileston Road crossroads as part of proposed highways mitigation approach.	The requirement for any offsite highways works (including any improvements to the Gileston Road crossroads) would be assessed and considered as part of further technical highways works to understand the impact that the proposed development would have on the highways network. Gileston Road crossroads is currently constrained by the location of the Grade II listed St Athan War Memorial and any improvements to this junction would likely require its relocation which will require further consideration.
Request that footway connection on Llantwit Road is re-located slightly further east.	This comment was made specifically by the resident of the property known as 'Briarbark'. This point has been noted and the revised masterplanning approach can look to relocate this slightly to the east rather than adjacent to their boundary wall.
Highway safety concerns from using the vehicular access at the northern boundary given that the emerging proposals at Bro Tathan Enterprise Zone show that there would be no through road on Llantwit Road to the west. Proposed suggestion of only using the potential future highway link to the proposed Enterprise Zone on the western boundary for vehicular access and omitting the northern vehicular access on Llantwit Road.	This comment was made specifically by the resident of the property known as 'Briarbark'. This point has been noted and will be considered as part of the revised masterplanning approach. The current vehicular access shown on the illustrative masterplan was identified through an initial access appraisal. A Transport Assessment is being undertaken by Apex Transport Planning which will include an assessment of all proposed access points to the site, including vehicular and pedestrian, to ensure that the correct visibility splays can be achieved and the access aligns with highway safety standards. The emerging proposals at Bro Tathan Enterprise Zone will continue to be monitored to understand any potential impacts that would need to be considered in the revised masterplanning approach.

Statement of Community Involvement

Statement of Community Involvement – Preferred Strategy Engagement



Suggestions made to improve pedestrian access and movements at the northern boundary including omitting northwestern footway due to perceived hazardous conditions and change in gradient and instead amending the northern vehicular access to be a pedestrian only access.	This comment was made specifically by the resident of the property known as 'Briarbanks'. These points have been noted and will be considered as part of the revised masterplanning approach. All proposed access routes for pedestrians will be assessed to ensure they meet safety requirements and, where possible, will link up with surrounding pedestrian routes to deliver enhanced connectivity and improve active travel routes.
Encouragement of the incorporation of an approach that seeks to encourage travel by on bikes, trikes, recumbents, cargo bikes, e-bikes, and bikes.	This is noted and understood. The width and exact location of the active travel links / footways are matters for detailed design but can be designed to allow for such movements. Likewise, cycle parking provision will be considered on plot but detailed design matters would come through future applications.
Request for provision of segregated cycling routes from St Athan to Llantwit Major.	Hallam Land has previously indicated a willingness to consider the creation of a segregated active travel link to Llantwit Major Railway Station. It is noted that the Vale of Glamorgan's Active Travel Network Map identifies the delivery of a shared pedestrian and cycle route from St Athan to Barry via Rhoose as a medium-term aspiration.

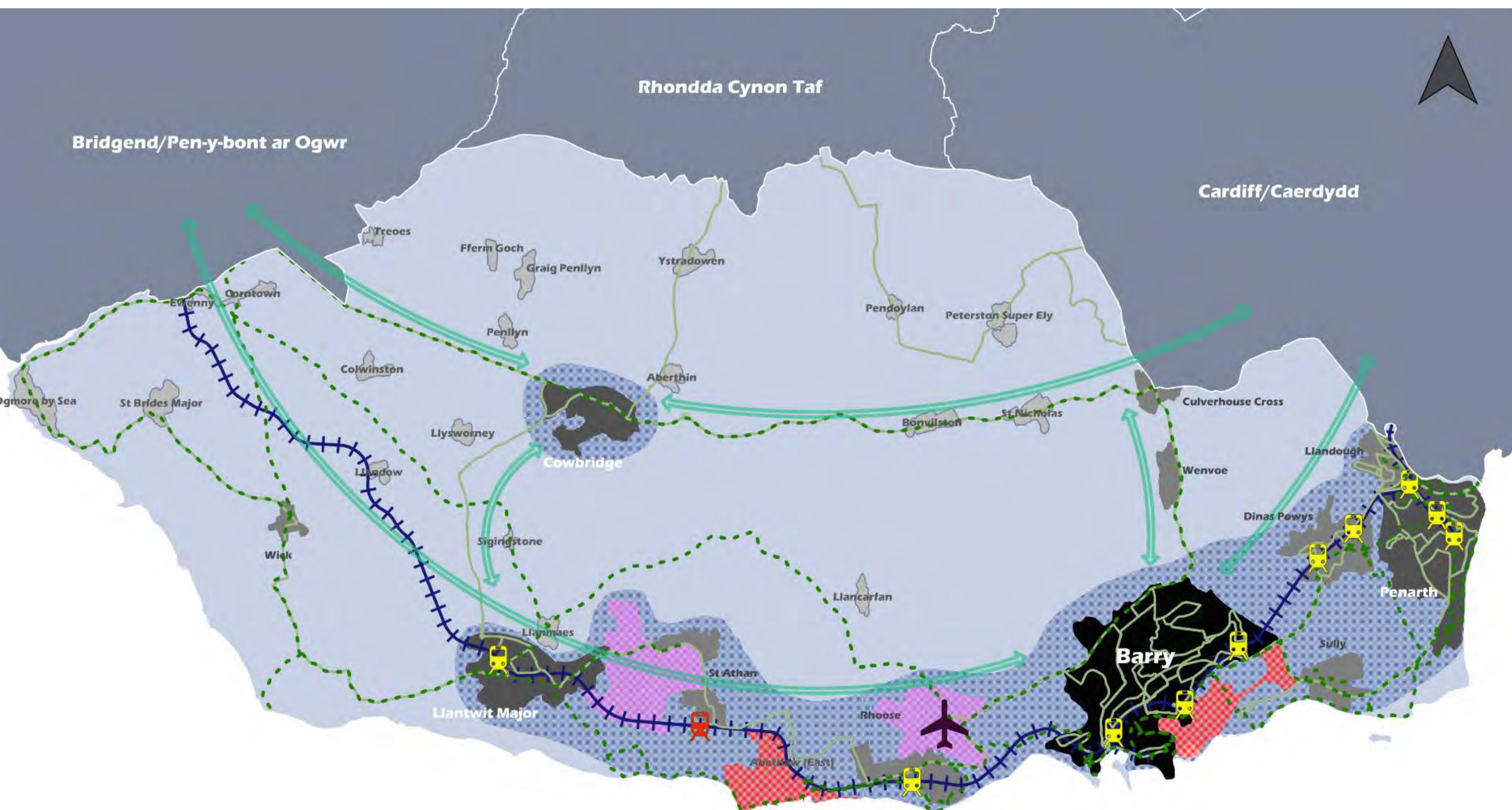
3.5. The consultation event was attended by a number of Councillors of St Athan Community Council, including the Community Council's Chair. It was requested that the emerging proposals are presented to the Community Council. It has been agreed that Hallam Land will present to St Athan Community Council, likely in the New Year. Discussion is ongoing as to whether this will be jointly with BDWH.

Appendix A

Name	Company
Hal Parsons	Hallam Land
Martin Douglas	pad Design
Dave Chapman	Apex Transport Planning
Cerys Hulbert-Scott	Savills
Nick Heard	Savills
Cai Parry	Barratt David Wilson Homes
Francesca Evans	Barratt David Wilson Homes
Freya Rideout	Barratt David Wilson Homes
Dai Lewis	EDP
Gareth Howell	EDP
Andy Roberts	Lime Transport Planning
Bettina Bockelmann-Evans	Cardiff Capital Region Energy
Christian Cadwallader	Cardiff Capital Region Energy
Victoria Morgan	Vale of Glamorgan Council
Andrew Wallace	Vale of Glamorgan Council
Marcus Bayona-Martinez	Vale of Glamorgan Council

Appendix B

VoG PREFERRED STRATEGY



The Vale of Glamorgan Council is preparing a Replacement Local Development Plan. The Replacement Local Development Plan will guide development in the Vale of Glamorgan until 2036. The Vale of Glamorgan has published and consulted on a Preferred Strategy for the Replacement Local Development Plan which seeks to establish its key aims and, in doing so, identify how much and where certain forms of development should be located.

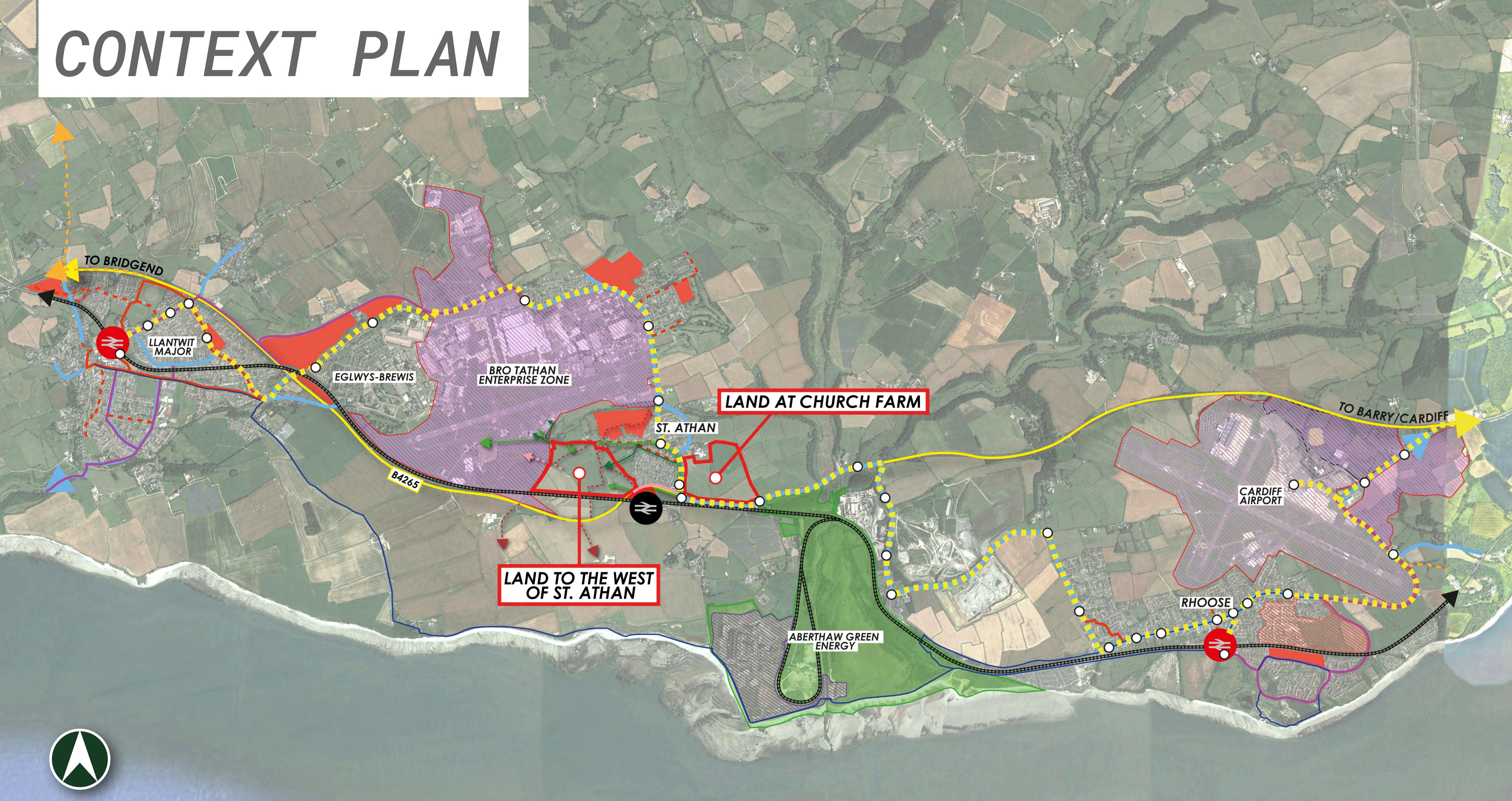
The Preferred Strategy has received political support from the Vale of Glamorgan's elected members and the Welsh Government.

The Preferred Strategy identifies two Key Sites in St Athan. These are 'Land to the West of St Athan' which is being promoted by Hallam Land and 'Land at Church Farm' which is being promoted by Barratt David Wilson Homes.

These boards provide details about both of these Key Sites and we are seeking feedback from residents about the form of development and land uses that they wish to see delivered across the two Key sites. We would be grateful if you could complete and return these forms into the post-box at the end of the hall. Comments can also be provided via email until 23rd October at:

PlanningConsultation@savills.com

CONTEXT PLAN



KEY:

 Application Site Boundaries (Allocated)	 Employment Allocation (LDP)	 Bus Stops (Existing)	 Cycle Route (Proposed by this development)	 Walking (Future Routes)
 Enterprise Zone	 Housing Allocation (LDP)	 Railway (Existing)	 Walking Route (Proposed)	 Cycling (Future Routes)
 Aberthaw Green Energy Masterplan Area	 Housing Mixed Allocation (LDP)	 Bus Routes (Existing)	 National Cycle Route (Proposed)	 Walking and Cycling (Future Routes)
 Aberthaw Power Station Existing Employment Site	 Bus Routes (Proposed)	 Potential St Athan Railway Station	 VoG Active Travel Network: Walking Routes (Existing)	 Public Rights Of Way (ProW)
			 Cycling and Walking Routes (Existing)	

VoG ILLUSTRATIVE PLANS

LAND WEST OF ST ATHAN (SP4 KS5)

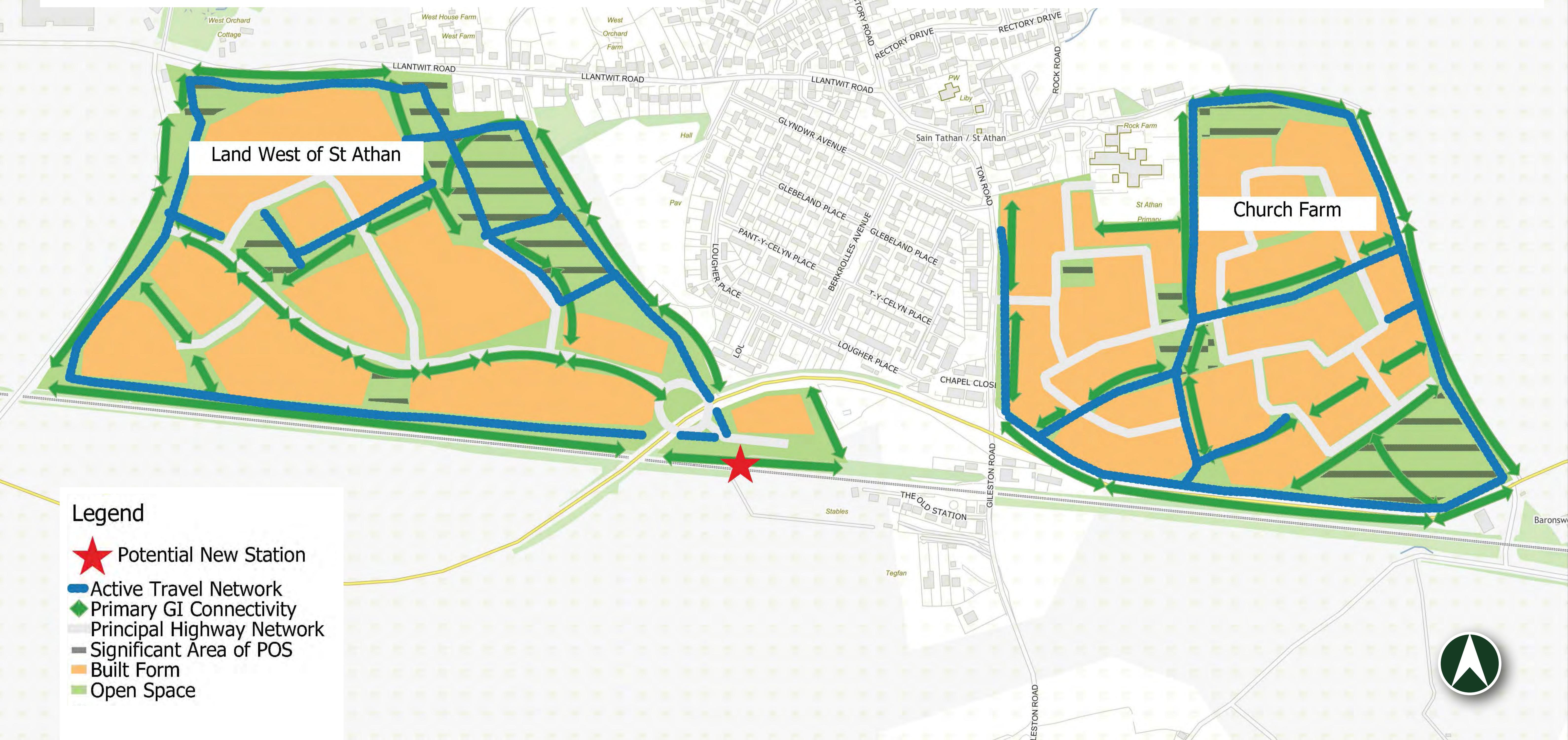
Land to West of St Athan is allocated for a comprehensive, residential led development of 600 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable. The developer will be required to provide the following:

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

LAND AT CHURCH FARM (SP4 KS4)

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

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



Appendix C

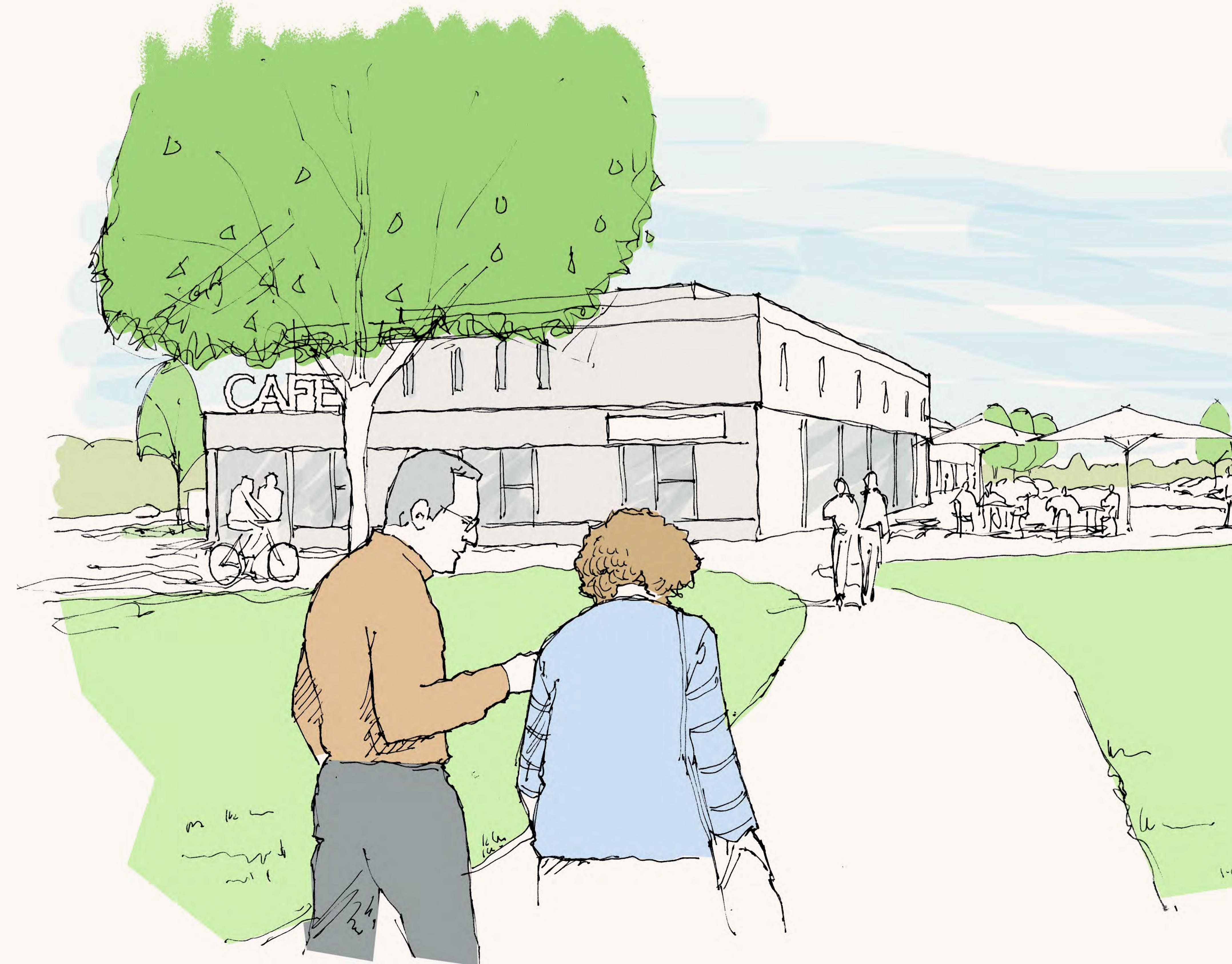
INTRODUCTION

ABOUT HALLAM LAND

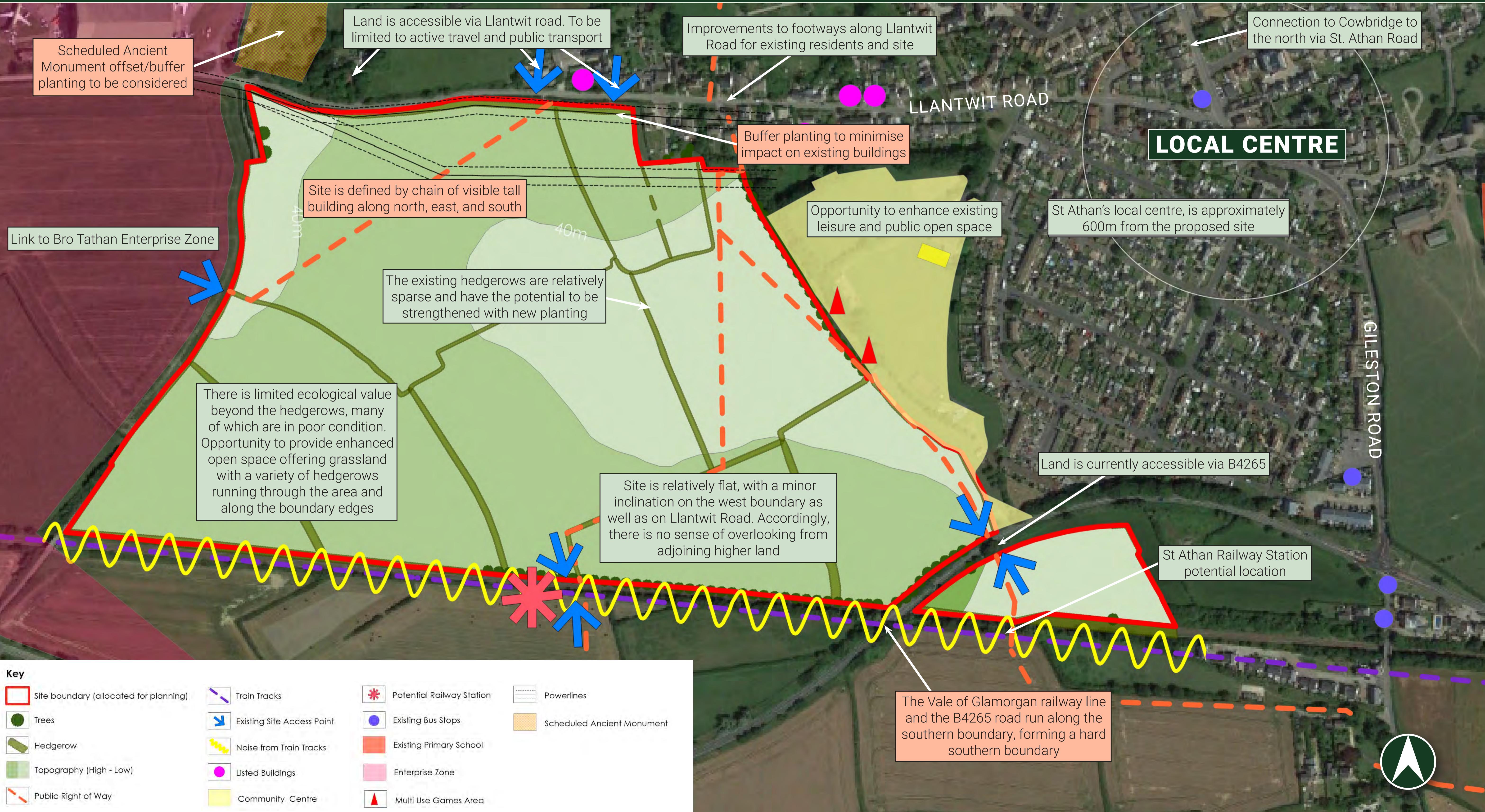
Hallam Land ("Hallam") is the strategic land arm of Henry Boot PLC and is one of the UK's most well established and successful land promoters. Hallam operates throughout England, Scotland and Wales from seven regional offices working with landowners, developers, local authorities, communities and other parties to bring forward development opportunities.

Hallam has been in operation since 1990, specialising in obtaining planning permission and facilitating a wide range of schemes, including new communities, urban extensions and well integrated mixed used development that compliment existing towns and villages.

Hallam's role is to facilitate development by securing outline planning permission and potentially delivering infrastructure on the site. Hallam will then dispose of the site, either as a whole or in phases, to a single or multiple housebuilders / housing associations.



OPPORTUNITIES & CONSTRAINTS



ILLUSTRATIVE MASTERPLAN



5 12.5 25 50 100m

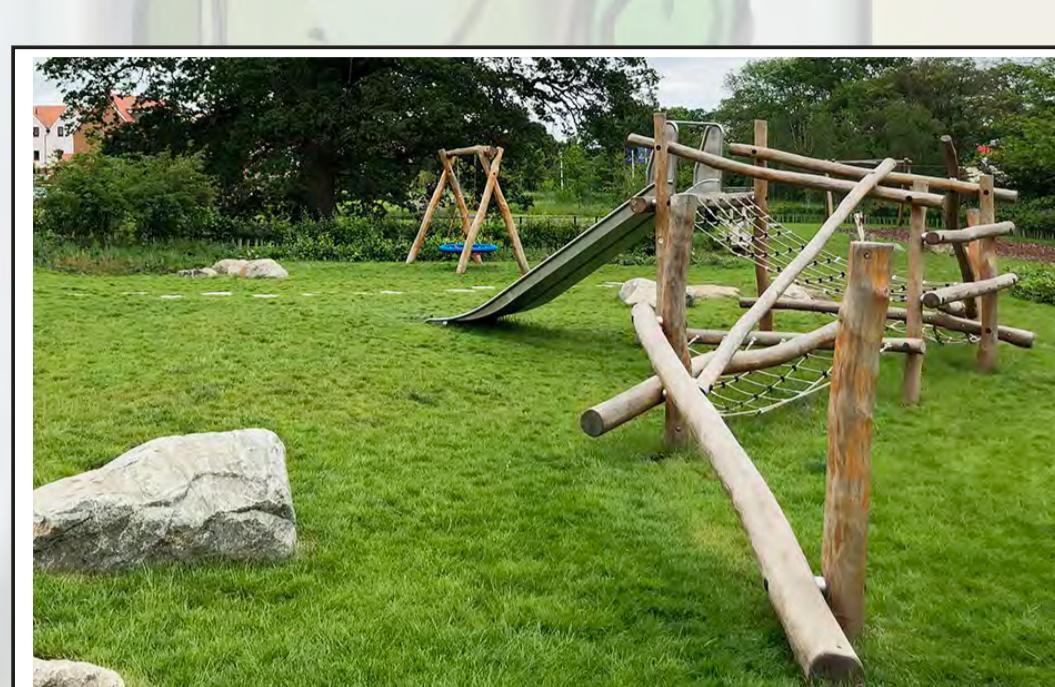
COMMERCIAL AREA AND RAIL



COMMUNITY AREA

Hallam Land

PART OF HENRY BOOT



Public Open Space including benches and new planting, with an accessible Local Equipped Area of Play (LEAP)



Potential future highway link to proposed Enterprise Zone (Subject to further consideration) and footpath link to retained Public Right of Way access from lane



Built form to enclose and overlook the village green with an increase in scale and massing at this focal location



Potential for commercial/ community uses on the ground floor of key buildings with residential use above



Swales and attenuation pond as part of a Sustainable Drainage Strategy (SuDS) designed for Biodiversity Net Gain (BNG)

Streets designed to manage vehicular speeds and provide safe crossing points, with tree planting to enhance the townscape and aid legibility

pad

Apex
TRANSPORT PLANNING

RLRE

fpcr

savills

PLACEMAKING CHARTER

Hallam Land

PART OF HENRY BOOT



Appendix D

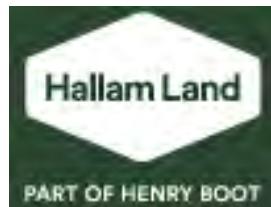








Appendix E



Strategic Growth in St Athan - Land to the West of St Athan and Land at Church Farm

The Vale of Glamorgan Council is preparing a Replacement Local Development Plan. The Replacement Local Development Plan will guide development in the Vale of Glamorgan until 2036. The Vale of Glamorgan has published and consulted on a Preferred Strategy for the Replacement Local Development Plan which seeks to establish its key aims and, in doing so, identify how much and where certain forms of development should be located. The Preferred Strategy has received political support from the Vale of Glamorgan's elected members and the Welsh Government.

The Preferred Strategy identifies two Key Sites in St Athan. These are 'Land to the West of St Athan' which is being promoted by Hallam Land and 'Land at Church Farm' which is being promoted by Barratt David Wilson Homes.

These boards provide details about both of these Key Sites and we are seeking feedback from residents about the form of development and land uses that they wish to see delivered across the two Key sites. The information on the boards is provided as this website: <https://sites.savills.com/stathan/>.

We would be grateful if you could complete and return these forms into the post-box at the end of the hall. Comments can also be provided until 30th October via email at: PlanningConsultation@savills.com.

1. Do your comments relate to:

<input type="radio"/> Land at Church Farm, St Athan	Yes	/	No
<input type="radio"/> Land to the West of St Athan	Yes	/	No

2. Please provide your comments below:

Appendix F

Placemaking workshops

On the 30th of September 2024 the RLDP Initial Consultation Report was considered and agreed at a meeting of Full Council. In agreeing the Initial Consultation Report, Full Council endorsed the actions set out within the document and granted approval to use the Preferred Strategy as a basis for progression on to next stage of RLDP preparation, the Deposit Stage.

The Initial Consultation Report includes a commitment to request that the site promoters undertake informal engagement on placemaking with local communities to inform the masterplanning of these sites, and it is intended to carry these out in the coming months.

It should be emphasised that the purpose of these exercises is not to revisit the principle of developing these sites. Instead, the purpose is to gain local insight into the sites and understand priorities and concerns about them. In this knowledge, where possible, site promoters will be able to respond proactively to key issues.

Placemaking involves working collaboratively across sectors and disciplines to comprehensively consider the future development of distinctive and vibrant places. A key component of Placemaking is involving the community so that the sites context, character, heritage and culture can be understood. Topics that comments would be welcomed on may include: the local highway network, public open space provision, proposed end uses for mixed use units, important local cultural and heritage issues, important local social activities (e.g. sports clubs etc) and environmental risks and opportunities such as flooding and ecology.

We would like to give advanced notice that the site promoters for each of the key sites intend to hold these placemaking events on the following dates:

- **St Athan** (SP4 KS4 Church Farm St Athan, SP4 KS5 Land West of St Athan) – Wednesday 16th October 2024 4pm – 8pm – Paul Lewis St Athan Community Centre. CCR Energy will also be in attendance at this session to discuss proposals for the Former Aberthaw Power Station site.
<https://sites.savills.com/stathan>
- **Dinas Powys** (SP4 KS2 Land north of Dinas Powys) – Friday 18th October 2024 3pm - 7pm – Murchfield Community Centre
<https://www.boyerplanning.co.uk/public-consultation/land-north-dinas-powys>
- **Rhoose** (SP4 KS4 Land at Readers Way, Rhoose) – Wednesday 23rd October 2024 3.30pm – 7pm – Celtic Way Community Centre
<https://pipcole.co.uk/>
- **Barry** (SP4 KS1 Land at North East Barry) – Date and time to be confirmed

Further information will be hosted on the key site promoter's websites and a link to this will be available on this website from the date of the event and for a period of two weeks thereafter. Comments can be made using the details on the web links above.

As set out in the [Delivery Agreement](#), the next formal public consultation will be on the Deposit Plan, and this is currently scheduled to take place early next year.

Appendix G



Strategic Growth in St Albans

Latin in the Work of St. Paul and Later in Church Fathers

PURPOSE OF CONSULTATION: **ASSESSMENT AND MANAGEMENT OF RISK TO THE WEST OF STATHAM AND AT CHURCH ENFIELD** HOW TO RESPOND

Information Sources

The Role of Glamorgan Council in preparing a Replacement Local Development Plan: The Requirement, Local Development Plan and guidance

Third, *Climate and Commodity* identifies the most important climate change impacts on agriculture, the production of climate-smart food, and its key areas and, in doing so, identify how much and where certain forms of development should be located.

Within the Personal Growth & Athletics section of the identified studies in Growth & Health, a general school environment that includes a positive school culture, has a positive focus for the human growth.

The Spring Cradle Service on Sunday, October 18th from 10:00 a.m. until 11:00 a.m. will be followed by a children's service being presented by children on 11:00 a.m. until 12:00 noon. This will be being presented by Rev. David Wilson Hobson.

The 19th century saw the beginning of the modern era of international law, with the Vienna Convention on the Law of Treaties (1864) and the Hague Conventions (1899 and 1907).



Purpose of this Consultation

In the period between the initial征询 (the Replacement Journal Development) & Residential Strategy in Autumn / Winter 2023 and the publication of the Deposit, which is due in the first half of 2025, Bellarm, Laird and Bartlett / David Wilson Homes are keen to seek the views of local residents.

Both Key Sites have been endorsed by the Vale of Glamorgan Council and have the informal support from the Welsh Government. The purpose of this consultation is therefore to seek the views of local residents on the forms of case comments and class of aid uses that they wish to see be delivered across the two Key Sites.

Consultation Process

The following websites provide extensive information about the Freeland Shale and both Mullen and Bartlett Dwyer Wilson Holes as site priorities, as well as information about other key sites:

Admission is free and refreshments will be served. The event will be held at the Arthur Community Centre, Glyndwr Avenue, CF16 2PR. There will be representatives of both Hallam-Lab and Bentall, David Wilson Homes and HHS at this event.

Strategic Growth in St Athan

Land to the West of St Athan and Land at Church Farm

PURPOSE OF CONSULTATION

ABOUT HALLAM LAND MANAGEMENT
AND BARRATT DAVID WILSON HOMES

LAND TO THE WEST OF ST ATHAN

LAND AT CHURCH FARM

HOW TO RESPOND

Hallam Land

Hallam Land is the strategic land arm of Henry Boot PLC and is one of the UK's most well established and successful land promoters. Hallam Land operates throughout England, Scotland and Wales from seven regional offices working with landowners, developers, local authorities, communities and other parties to bring forward development opportunities.

Hallam has been in operation since 1990, specialising in obtaining planning permission and facilitating a wide range of schemes, including new communities, urban extensions and well integrated mixed-use development that compliment existing towns and villages.

Hallam's role is to facilitate development by securing outline planning permission and potentially delivering infrastructure on the site. Hallam will then dispose of the site, either as a whole or in phases, to a single or multiple housebuilders / housing associations.

Hallam Land is the promoter of the 'Land to the West of St Athan' site.

Barratt David Wilson Homes

Barratt David Wilson Homes (BDW) is the nation's leading housebuilder, creating exceptional new places for people to live, work and enjoy themselves across the country. Our vision is to lead the future of housebuilding by putting customers at the heart of everything we do.

BDW is the promoter of the 'Land at Church Farm' site and will be responsible for securing full planning permission for its development and its delivery including all associated infrastructure. BDW has a strong track record of delivery of housing in the local area having recently completed schemes at Tathan's Court, St Athan and Sycamore Chase, Boverton, and is currently building a new community at Penc Plem Wein, St Athan, all of which provided much-needed on-site affordable homes for local people.

BDW's commitment to delivering outstanding quality in the communities we build is unparalleled, recognised by our host of industry awards including being named Leading National Sustainable Housebuilder by NextGeneration in 2023. BDW is also the only major national housebuilder to retain a 5-star rating for the 15th consecutive year in the HBF Customer Satisfaction Survey 2024.

Strategic Growth in St Athan

Land to the West of St Athan and Land at Church Farm

[PURPOSE OF CONSULTATION](#)[ABOUT HALLAM LAND MANAGEMENT
AND BARRATT DAVID WILSON HOMES](#)[LAND TO THE WEST OF ST ATHAN](#)[LAND AT CHURCH FARM](#)[HOW TO RESPOND](#)

Land to the West of St Athan

Land to the West of St Athan is identified as Key Site 5 in the Preferred Strategy. Hallam Land, and their urban designers pad Design, have developed an Illustrative Masterplan showing how the site could be developed.

As well as reflecting the Preferred Strategy's target of delivering 800 homes, the Illustrative Masterplan shows the location of the proposed St Athan Railway Station in the location preferred by Transport for Wales. The delivery of the Railway Station is supported by UK Government who, along with Transport for Wales, are in the process of further developing the business case.

The Illustrative Masterplan also incorporates the provision of two mixed-use hubs. One would sit centrally within the development to primarily serve the homes proposed with the second adjacent to the proposed Railway Station. It is envisaged that these mixed-use hubs would incorporate a mix of retail, food & drink, and employment uses, as well as specialist forms of housing.

A package of other transport measures are proposed to be incorporated into the development, including a new access from the B4265 servicing the development and proposed Railway Station; the re-routing of either the 364 and / or 905 bus route (and opportunity for increased frequency); and the creation of an active travel link to Llanwit Major.

Central to the Illustrative Masterplan is taking a landscape-led approach. The Illustrative Masterplan shows the provision of additional sports pitches to complement those adjacent to the Community Centre as well as a community orchard / allotment, and a network of equipped and unequipped play areas. A series of attenuation ponds and swales cross the development.

[!\[\]\(442e053d61ebbcdb05c6bfeca9990b38_img.jpg\) Preferred Strategy Commentary](#)[Download All](#)[!\[\]\(152856452016f4e992f05a4f37093e34_img.jpg\) Illustrative Masterplan](#)[Download All](#)[!\[\]\(f120a702e61667233006cb59b07742b9_img.jpg\) Illustrative Masterplan Components](#)[Download All](#)[!\[\]\(11257c5e20a936a57c72982c2a92df52_img.jpg\) Active Travel and Public Transport Enhancements](#)[Download All](#)

Strategic Growth in St Athan

Land to the West of St Athan and Land at Church Farm

[PURPOSE OF CONSULTATION](#)[ABOUT HALLAM LAND MANAGEMENT
AND BARRATT DAVID WILSON HOMES](#)[LAND TO THE WEST OF ST ATHAN](#)[LAND AT CHURCH FARM](#)[HOW TO RESPOND](#)

Land at Church Farm

Land at Church Farm is identified as Key Site 4 in the Council's Preferred Strategy. The site is earmarked to deliver 250-350 homes, of which 30% will be required to be affordable.

Approximately 250 homes are already allocated for development in the adopted development plan, with a second phase of 300 homes being promoted by BDW through the emerging plan process.

BDW and its supporting team, led by masterplanners SGP, has prepared an illustrative masterplan for the site which proposes a green infrastructure-led development incorporating high quality, attractive, legible, safe and accessible pedestrian and cycle linkages to the existing and proposed local services and public transport nodes.

The development proposes two new access points off the B4265 and Gileston Road in the west creating a new spine road through the development and improved access arrangements for the school. Arising from the responses received by the Council to its Preferred Strategy consultation, the proposal has been amended to include the provision of a supermarket site in the north-western corner of the site to serve both the existing and proposed community.

[Preferred Strategy Commentary](#)[Download All](#)[Illustrative Masterplan](#)[Download All](#)[Illustrative Masterplan Components](#)[Download All](#)[Empty Folder](#)

Strategic Growth in St Athan

Land to the West of St Athan and Land at Church Farm

PURPOSE OF CONSULTATION

ABOUT HALLAM LAND MANAGEMENT
AND BARTRATT DAVID WILSON HOMES

LAND TO THE WEST OF ST ATHAN

LAND AT CHURCH FARM

HOW TO RESPOND

There are three ways of responding to the consultation:

- Completed questionnaires can be completed and provided at the public consultation event at St Athan Community Centre on 16th October which is taking place between 4pm and 8pm;
- Comments can be emailed to the dedicated public consultation event email address - PlanningConsultation@savills.com; or
- Completed questionnaires or written responses can be posted to Planning, Savills, 2 Kingsway, Cardiff, CF10 3FD.

It is kindly requested that all responses are provided no later than 30th October. A Consultation Statement will be prepared following the consultation period and provided to the Vale of Glamorgan Council.

VALE OF GLAMORGAN REPLACEMENT LOCAL
DEVELOPMENT PLAN
2021-2036

HOUSING GROWTH IN
BARRY
REPORT OF PUBLIC
CONSULTATION

November 2025



1. Introduction

- 1.1 The RLDP is a key Council policy document that underpins many of the Council's corporate strategies. Based on a robust evidence base, the RLDP will allocate land for development, designate areas for protection and contain policies that provide the basis for the determination of planning applications. The RLDP must be prepared in accordance with an agreed Delivery Agreement (DA), which sets out the timetable for plan preparation and who will be involved in the process and at what stage.
- 1.2 A public consultation was undertaken between December 2023 and February 2024 on the Preferred Strategy for the RLDP. The Preferred Strategy provides the strategic direction for the development and use of land in the Vale of Glamorgan over the RLDP period (2021 to 2036) and identifies how much sustainable growth is needed and where this growth will broadly be located. As part of the Preferred Strategy, 5 new key housing-led sites were identified, in addition to rolling forward several deliverable adopted LDP housing sites. The 5 new Key Sites were located to the North East of Barry, and in Dinas Powys, Rhoose and St Athan (2 sites).
- 1.3 A number of representations were made through the Preferred Strategy consultation, including objections to each of the key sites. Following this consultation, an Initial Consultation Report was prepared which summarised and responded to the representations made as part of the consultation. The Initial Consultation Report was considered by Full Council on 30th September 2024, where the Preferred Strategy was endorsed and it was agreed that it should form the basis of the Deposit RLDP, the next stage in the plan preparation process.
- 1.4 For housing sites to be allocated as part of the RLDP, it must be demonstrated that they are financially viable and deliverable within the plan period. A deliverable site is one that is generally free from constraints, or where it can be demonstrated that any barriers to delivery can be overcome. The nature of constraints will differ on a site-by-site basis, but one of the considerations common to all sites is land ownership.
- 1.5 The largest of the Key Sites, Land at North East Barry, was originally put forward through the candidate sites process by a national housebuilder and was identified in the Preferred Strategy as being able to deliver up to 900 units over the plan period up to 2036, with the potential for a further 600 units in subsequent plan periods. The site is within the ownership of several different landowners and through ongoing discussions with the site promoter, it became apparent that an agreement could not be secured with all relevant landowners to consider the whole site as deliverable. Options for the inclusion of only part of the site were considered. However, it was the view of officers that a smaller area would not deliver the quantum of dwellings that would provide the required mix of uses and accord with placemaking principles considered essential for a

large urban extension. An amended boundary based on landownership agreements would also not represent a logical extension to the settlement. It was reported to Cabinet in May 2025 that the Land at North East Barry should no longer be taken forward as an allocation within the Deposit RLDP.

- 1.6 The removal of the largest new housing site proposed in the RLDP has significant implications for the housing supply numbers in the Plan, as the shortfall will need to be accommodated by allocating other sites for housing. Following detailed consideration of the options, a report was considered by Cabinet in May 2025, where approval was given to consult on alternative sites for growth in Barry. Three replacement sites were identified as suitable for further consideration:
 - Land at North West Barry.
 - Land at Hayes Lane, The Bendricks.
 - Land at Neptune Road, Barry Waterfront.
- 1.7 A public consultation on the suitability of these sites for potential inclusion in the RLDP has been undertaken. As a targeted non-statutory consultation, the timescale for the consultation is a matter for the LPA to determine. The consultation ran for a 4-week period between Monday 16th June 2025 and Monday 14th July 2025.
- 1.8 This Consultation Report has been prepared to outline how the Vale of Glamorgan Council has undertaken consultation in respect of Housing Growth in Barry. The report identifies the steps taken to publicise plan preparation, as well as the consultation methods used, who was consulted, summaries of the main issues raised and how the representations received have or will be addressed.

2. Consultation Methods

- 2.1 Effective community involvement is a key aim that the RLDP must meet to ensure a wide range of views are considered. The Council used a variety of consultation methods to encourage engagement and participation with the widest audience possible in accordance with the Community Involvement Scheme (CIS), which forms part of the Delivery Agreement.
- 2.2 Engagement was led by the Planning Policy team and undertaken in line with the Council's Public Participation Strategy. The Public Participation Strategy sets out how the Council seeks to encourage and facilitate public participation in the Vale of Glamorgan using a range of engagement methods. For this consultation, methods included directly notifying neighbours and interested parties, advertising on social media platforms and face-to-face engagement sessions. The key methods of engagement used in this consultation are explained in the following section.

Local Advertisement

- 2.3 There is no longer a statutory requirement for a formal notice of consultation to be published in local newspapers. However, the Local Democracy Reporter for the Vale of Glamorgan wrote articles about the Housing Growth in Barry consultation which were published in Barry and District News on 29th April 2025 and 6th May 2025. Articles were also published on the Wales Online website on 30th April 2025 and 24th June 2025. An example of the web page is provided in Figure 1 below.
- 2.4 As Land at North West Barry was identified as a potential key site, the LPA wrote to immediate neighbours of the site, together with other residents of Nant Talwg Way and St James Crescent to notify them of the proposals. A total of 137 letters were sent to interested parties on 9th June 2025.

Council announce plans for 500 new homes in Barry

They have been forced to change their original plans to build 900 new homes in the north east of Barry



NEWS By [Bryana Francis](#)

18:42, 24 Jun 2025



 Vale of Glamorgan Council are consulting locals on the plans (Image: Matthew Horwood)

Figure 1 - Article in Wales Online

Council Website and Public Inspection

- 2.5 A statement on 'resident consultation over Barry housing proposals' was published on the Council's website on 25th April 2025.
- 2.6 A dedicated consultation page was published on the Vale of Glamorgan Council's consultation website, Participate Vale, and also on the Planning pages of the Council's website. An email was sent to 4,563 residents, who have subscribed via Participate Vale to be kept informed of any consultations, advising them of the consultation.

- 2.7 A series of frequently asked questions (FAQs) and answers were provided on Participate Vale to clarify any common queries and to aid the public through the consultation process. The FAQs included general queries on the RLDP process and specifically the Housing Growth in Barry consultation, how to view the documents, how to make comments and what will happen after the end of the consultation.
- 2.8 An online representation form was made available in addition to the online consultation database for respondents to download, complete an electronic response and submit the form by email to LDP@valeofglamorgan.gov.uk. Respondents were also provided with the option to print the downloaded representation form to complete by hand and submit by post to the Planning Policy team, if preferred. The main consultation page of the Council's web site is shown in Figure 2.



Home / Consultation on the Replacement Local Development Plan (RLDP) 2021-2036

Consultation on the Replacement Local Development Plan (RLDP) 2021-2036

[Gweld y tudalen hon yn Gymraeg](#) / [View this page in Welsh](#)

Consultation on Housing Growth in Barry

The Council is consulting on proposals for potential housing sites in the Barry area as part of the Replacement Local Development Plan.

In September 2024, Full Council agreed that the Preferred Strategy should form the basis for the Deposit Plan, the next stage of plan preparation. The Preferred Strategy included 5 key sites, which will deliver a significant part of the overall housing requirement for the Vale of Glamorgan. Further assessment work has raised concerns around the deliverability of one of these key sites - Land at North East Barry, off Argus Lane - due to land ownership issues. As a consequence, it is proposed that this site is no longer taken forward as an allocation within the Deposit RLDP.

It is therefore necessary to look for alternative sites to replace this key site with other housing sites within Barry, as this is the most sustainable settlement in the Vale in terms of good public transport links, employment opportunities and a wide range of services and facilities and is also the area with the highest affordable housing need.

Following a detailed assessment of the available candidate sites, an alternative key site has been identified as being suitable for further consideration:

- Land at North West Barry - 376 units

In addition, two smaller sites have been identified as potential housing sites:

- Land at Hayes Lane, The Bendlcks - 70 units; and
- Land at Neptune Road, Barry Waterfront - 40 units

Collectively these sites would deliver nearly 500 much needed homes, including affordable housing, as well as infrastructure improvements.

We are keen to hear your view on these sites. An informal public consultation will be held between **Monday 18th June 2025** and **Monday 14th July 2025**. All comments must be received in writing by 23.55 on Monday 14th July 2025.

A drop in public consultation event will be held at **Millwood Bowling Club, Pontypridd Road, Barry, CF62 7LX** on **Tuesday 24th June 2025 between 3pm and 7pm**.

This will provide an opportunity to share views and ask questions in respect of the proposed Barry sites.

The event will be attended by the site promoters of the proposed key site at North West Barry, to inform the masterplanning of this large site in line with placemaking principles.

Further details on the consultation can be found on the [consultation portal](#).

How to comment:

The Council encourages comments to be submitted electronically via its online [consultation portal](#) however comment forms submitted via post or email will also be accepted. Comment forms can be downloaded from the Council's website or are available at the Civic Offices and Council run libraries.

Completed forms can be emailed to ldp@valeofglamorgan.gov.uk or posted to LDP Team, Vale of Glamorgan Council, Civic Offices, Holton Rd, Barry, CF63 4RU.

Background Information

The RLDP will help shape the Vale of Glamorgan for the next 15 years (from 2021 to 2036). It will help us to decide what developments will and will not be permitted at different locations and highlight areas that we need to protect.

A public consultation was undertaken between December 2023 and February 2024 on the Preferred Strategy for the RLDP. The Preferred Strategy sets out the Vision, Issues, Objectives and broad spatial strategy for the Vale of Glamorgan. It also included 5 key housing-led sites in Barry, Dinas Powys, Rhoose and St Athan. The RLDP Preferred Strategy was considered by full Council in September 2024 where it was agreed that the strategy should form the basis of the Deposit RLDP, the next stage in plan preparation.

For sites to be included in the Deposit Plan, it must be demonstrated that they are deliverable i.e. there are no barriers to development that would stop them from coming forward within the plan period. There are currently concerns around the deliverability of the key site proposed to the North East of Barry and it is therefore proposed not to include this site as an allocation in the Deposit Plan.

This informal public consultation will seek views on three alternative sites that could potentially replace the original key site in Barry.

Key Dates

Consultation opens
16 June 2025

Drop-in event
24 June 2025

Consultation closes
14 July 2025

Frequently Asked Questions

1. What is the Replacement Local Development Plan?

2. How is the RLDP being Prepared?

3. Where are we in the plan preparation process?

4. Why do we need additional housing sites in Barry?

5. What is happening with the key site proposed at North East Barry?

6. What sites are being proposed?

7. Is housing proposed in other parts of the Vale of Glamorgan?

8. When and where can I view the consultation?

9. Will people be able to see my comments?

10. How will my comments be used?

11. What happens after the consultation?

...more...

Contact us

Local Development Plan Team
Planning Policy, Vale of



Figure 2 - Housing Growth in Barry Consultation Page, Participate Vale

2.9 Bilingual printed copies of the Housing Growth in Barry consultation document together with representation forms were placed within all Council-run libraries and the Council's Civic Offices in Holton Road in Barry. The documents were available for public viewing during the usual office opening hours. Bilingual hard copies of the consultation document and representation forms were also made available at the in-person drop-in consultation sessions held on 24th June 2025 and the Barry Waterfront event on 23rd June 2025.

Social Media

2.10 The consultation was promoted through the Council's social media channels including Facebook and LinkedIn. A Facebook post on 17th June 2025 was viewed 54,599 times and had 416 interactions. Interactions can mean viewing an image, clicking on a link, expanding the text to 'read more', sharing the post or commenting on it. A subsequent Facebook story reminding followers of the drop-in consultation event was published on 23rd June and had 1,740 views. A LinkedIn post on 16th June had 41 reactions and 2 reposts. The Council's Facebook account has 26,000 followers and the LinkedIn account nearly 11,000 followers.

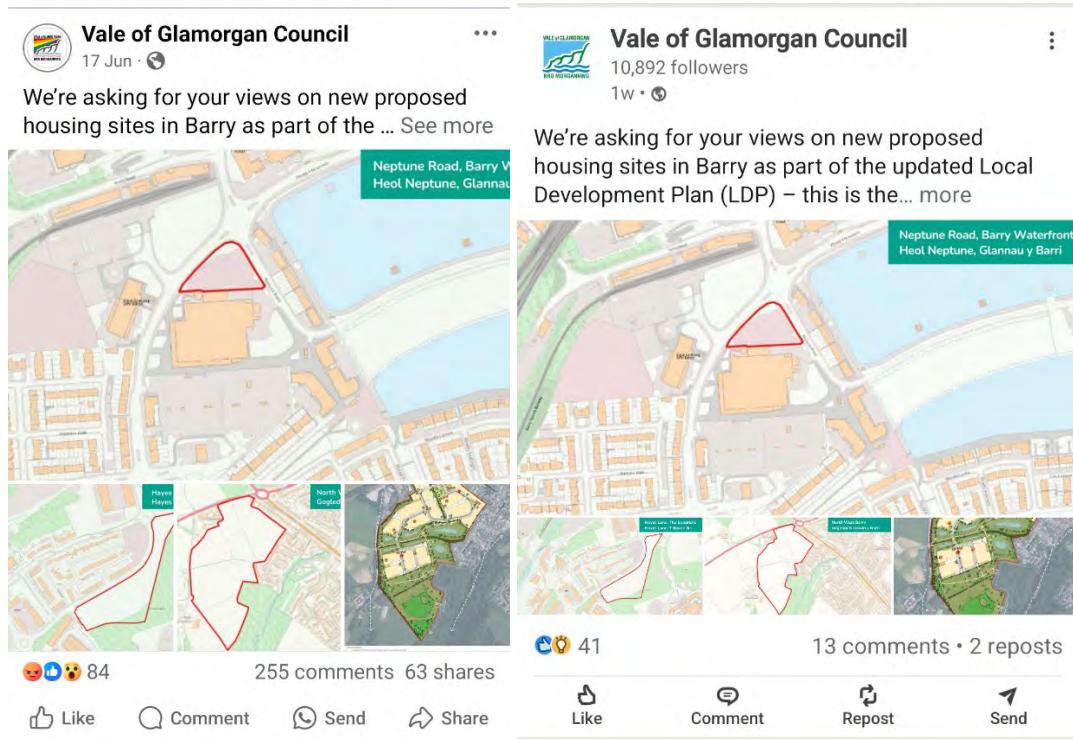


Figure 3 - Posts on Facebook and LinkedIn

LDP Consultation Database

2.11 Each individual and organisation listed on the LDP Consultation Database, including anyone who had registered to be kept informed of any updates related to the RLDP, and those that had made representations in earlier stages of the plan preparation were notified by letter or email, based on their chosen preference. Emails were sent on 2nd June 2025 to notify people of a forthcoming consultation, with a further email sent at the start of the consultation, on 16th June. In total, nearly 1,900 people and organisations on the database were contacted and provided with background information, details on how to access the consultation documents, as well as how to make comments and the date of the public consultation event.

2.12 A detailed list of the bodies engaged during the Housing Growth in Barry consultation is provided in the Delivery Agreement (Revised November 2023). As the consultation progressed, additional representors were added to the database upon request.

Public Engagement Sessions

2.13 Planning officers attended a drop-in session on Monday 23rd June 2025 between 5pm and 7pm at the Engine Room at Barry Waterfront. The session was arranged at the request of Barry Waterfront Residents Association to discuss problem parking in the area and opportunities to address the issues. As the proposed site at Neptune Road is located within the Waterfront area, officers also used this event as an opportunity to request the views of the public on the Neptune Road housing site, along with the other two proposed sites.

2.14 A drop-in public consultation event was also held on Tuesday 24th June 2025 at Millwood Bowling Club between 3pm and 7pm. The session was attended by VOG Planning Officers as well as representatives from Persimmon Homes (the site promoters for Land at North West Barry) and their consultant team, who were available to answer specific questions in respect of transport, landscape, drainage, ecology and design.

2.15 The session was very well attended by local residents from Barry and the wider area. At the session, residents were able to speak to representatives from the Council and the site promotion team, and view indicative plans and obtain information on how to make comments. Representation forms were available to take away, as were leaflets detailing how to make comments online. To encourage and facilitate engagement, the Council's display boards included a QR code that could be scanned to take interested parties directly to the consultation pages.



Figure 4 – Advert for drop-in event



Figure 5 – Drop-In Consultation Event at Millwood Bowling Club

Planning policy duty line and LDP mailbox

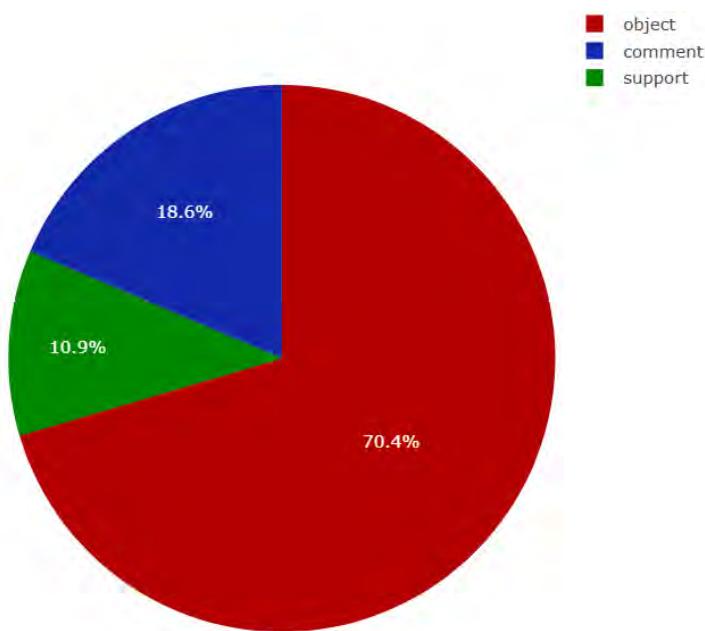
2.16 Officers were available to answer any queries the public had on the consultation during working hours, either by phone or by email.

3. Responses to the Public Consultation

3.1 A total of 159 individuals or organisations made representations on the RLDP Housing Growth in Barry consultation, with 139 of these representors raising objections. Many of the representors made more than one representation to the consultation by commenting on different elements and sites. In total there were 275 duly made representations. This is split as follows:

- Land between the B4231 and Argae Lane, North East of Barry – 2 duly made representations in support of not allocating the site.
- Land at North West Barry – 139 duly made representations, comprising 3 representations of support for the proposed allocation, 14 comments and 122 objections.
- North West Barry indicative layout – 45 duly made representations, comprising 1 support for the layout, 10 comments and 34 objections. All representations made on this question were from people who had also responded on the previous question about the principle of development.
- Land at Hayes Lane, The Bendricks – 51 duly made representations, comprising 10 support, 14 comments and 27 objections.
- Land at Neptune Road, Barry Waterfront – 35 duly made representations, comprising 14 representations in support of the allocation, 10 comments and 11 objections.
- Other matters including alternative sites and general comments – 3 duly made representations.

Representations overall by object, comment or support



- 3.2 There were no representations received on any of the other supporting documents.
- 3.3 Two representations were not accepted as they were received after the deadline and a further postal representation was rejected as the representor had not included any contact details.
- 3.4 In total, 55% of representations were submitted using the online consultation portal, 27% were submitted by email (including completed response forms that were emailed to the Council) and 18% were submitted using a paper form.

4. Key Issues Raised

Statutory consultees

4.1 Statutory consultees were consulted as part of the consultation. The following comments were received:

- Cardiff and Vale University Health Board commented on Land at North West Barry, highlighting that there were 3 GP practices serving the site and welcoming ongoing dialogue with the planning team on demands within primary care.
- Dwr Cymru Welsh Water have provided site specific comments on the water supply, foul sewerage network and wastewater treatment works capacity, and have provided advice where sites are crossed by public sewers and water mains.
- Heneb (formerly Glamorgan Gwet Archeological Trust) have provided comments on historic environment assets in the vicinity of the three sites. They have highlighted that an archaeological desk-based assessment will be required for Land at North West Barry.
- The South Wales Police Secured by Design officer has provided standard advice on the importance of good design as a means of reducing crime and anti-social behaviour.
- Natural Resources Wales provided comments on Neptune Road and Hayes Lane. They had been consulted on Land at North West Barry prior to this consultation, but for completeness, their earlier comments from October 2023 and April 2025 have been included within the report.

Land at North West Barry

4.2 A total of 129 respondents made comments on Land at North West Barry. Several people made more than one representation on the site, resulting in a total of 139 duly made representations, comprising 3 representations of support for the proposed allocation, 14 comments and 122 objections. A further 45 representations were made on a separate question about the indicative site layout, although all of these representations were made by people who had already commented on the principle of development of the site.

4.3 The issues raised in the representations are summarised below. The full detail of the comments and the Council's response to the issues raised is detailed in Annex 1.

Support

- Support due to housing need in Barry.

- Appreciation for safeguarding natural features.

Transport

- Concerns about congestion at Weycock Cross roundabout and Port Road.
- Some respondents felt that there was poor walking and cycling infrastructure in the area and limited public transport access.
- The location was considered by some to be car-centric with concerns that people would need to travel by car for shops, schools and services
- Concern about the position of the access road, the proposed signalisation of the access junction and the inclusion of only one access point.

Drainage, Flooding & Utilities

- There was concern that Nant Talwg pumping station was under strain and upgrades were felt to be needed.
- Concerns were raised about existing poor drainage and surface water pooling.
- Some respondents raised queries around the long-term maintenance of any drainage features.

Infrastructure Capacity

- Healthcare services are overstretched, and no new facilities are proposed as part of the development.
- Local schools are perceived to be at or over capacity.
- Concerns about emergency service response times due to congestion.
- Some residents felt that there was a lack of community facilities in the area.
- Concern about broadband capacity.

Biodiversity & Habitat Loss

- Residents highlighted that the site borders ancient woodland and could support protected species.
- Concerns about habitat fragmentation and impact on Porthkerry Country Park.
- The value of the hedgerows was identified.
- Queries around measures to deter offroad bikes.

Brownfield Development

- Brownfield sites should be used instead of greenfield sites

Loss of Green Wedge & Agricultural Land

- The site currently lies within a designated Green Wedge; concerns about urban sprawl.
- Concern about the loss of agricultural land.

Housing Provision

- It was the view of some residents that new housing isn't needed and that Barry has had its fair share of housing already.
- Empty properties should be used instead.
- There were mixed views on the inclusion of affordable housing as part of the development with some residents expressing concern that the housing won't be affordable or that the site should be developed for 100% social housing. Other residents felt that Barry had had sufficient affordable housing already.
- Concern that the houses would be large units.

Historic Environment

- The proximity to listed buildings and historic landscapes was highlighted as a concern.
- Heneb highlighted the need for an archaeological assessment and sensitive design.

Site Density and layout

- There were mixed views on the layout, with some respondents supportive of the amount of open space proposed and others feeling that the proposed density was too high.
- Concerns about privacy, noise, air pollution and visual impact.
- Some residents felt that the indicative plans did not show enough detail.

Other Issues

- Loss of views and property values.
- Concerns about anti-social behaviour in rear lanes.
- The site had previously been refused planning permission, and it was not clear why the situation had changed.

Lane at Neptune Road, Barry Waterfront

- 4.4 A total of 33 representors made comments on Land at Neptune Road, with 35 duly made representations – 14 in support of the site, 11 objections and 10 comments.
- 4.5 The issues raised in the representations are summarised below. The full detail of the comments and the Council's response to the issues raised is detailed in Annex 2.

Support

- Many respondents support the proposal due to its location, proximity to public transport, lack of environmental impact, and potential to deliver 100% affordable housing.
- The site is seen as a sensible location for housing with good access to amenities and active travel routes.

Highways and Transport

- Concerns about existing traffic congestion, especially at Neptune Road junction and due to the nearby college.
- Suggestions for road improvements and better active travel links.

Alternative Site Uses

- Some objected to changing the site from hotel/office use to residential, citing strategic vision and tourism needs.
- Other suggested uses include a sixth form college and a leisure centre.

Infrastructure Capacity

- Concerns about pressure on schools, health services, and community infrastructure.
- There have been delays in delivering infrastructure in the wider Waterfront development.

Housing Need

- Some questioned the need for more housing, citing empty properties and overdevelopment.
- Concerns about the amount of social housing.
- Future developments should be outside of Barry.

Design and Placemaking

- Criticism of outdated design and poor planning/placemaking.
- Insufficient parking.

Crime and Anti-Social Behaviour

- Concerns about existing anti-social behaviour issues in the area.

Impact on Property Prices

- Concerns about the financial impact on existing homeowners.

Land at Hayes Road, The Bendricks

4.6 A total of 48 representors made comments on Land at Hayes Lane, with 51 duly made representations – 10 in support of the site, 27 objections and 14 comments.

Support for the Development

- Seen as a good use of previously developed land.
- Quiet area with no traffic or flooding concerns.
- Preferable to commercial use and well-located for Cardiff commuters.

Highways and Transport

- Concerns about congestion, poor road infrastructure, and limited public transport.
- Need for better active travel links, dropped kerbs, and traffic calming.

Flooding and Drainage

- Concerns about surface runoff and access during flooding.
- Query about sewerage capacity.

Green Infrastructure and Biodiversity

- Concern about ecological impact.
- Lack of green space.
- Concerns about tree removal and encroachment on ancient woodland.

Pollution and Contamination

- Concern about noise and air pollution from nearby industrial estate and tip.

Infrastructure Capacity

- Limited amenities, oversubscribed schools, and healthcare concerns.

Housing Provision

- Concerns about social housing leading to noise, litter, and anti-social behaviour.

Location Suitability

- Industrial surroundings and distance from Barry/Sully questioned.

Policy and Consultation Process

- Criticism of inconsistency with previous decisions and lack of direct consultation.

Alternative Site Uses

- Suggestions to retain site for employment use.

Privacy and Amenity

- Privacy and security issues with Hayes Point.
- Issues with fly tipping.

Alternative sites

4.7 Several alternative sites were suggested by site promoters that had originally submitted sites as part of the call for candidate sites. These included candidate sites that had previously been ruled out for further consideration at Preferred Strategy stage due to identified constraints that meant they were not considered suitable for development:

- Land at West of Swanbridge Road, Sully – this site is Best and Most Versatile Agricultural Land (Grade 2) which national planning policy indicates should be protected.
- Walters Farm, Barry – ruled out for ecological reasons and as the site is poorly related to the existing built form and would represent sporadic development in the countryside.
- Swn Y Coed, Wenvoe – this site is Best and Most Versatile Agricultural Land (Grade 3a) which national planning policy indicates should be protected.

4.8 In addition, a site at Higher End, St Athan, which is currently allocated for housing, but was not submitted as part of the formal calls for candidate sites, has been submitted.

4.9 Three other sites were suggested by residents. The first site, Llandow Industrial Estate, has been submitted as a candidate site but was discounted as the scale of development and its distance from existing residential areas would class it as a new settlement, which cannot be designated at the local authority level in accordance with national planning policy.

4.10 The second site is Brocastle Industrial Estate, which is not within the boundary of the Vale of Glamorgan.

4.11 The third site, HMS Cambria, was ruled out through the candidate site process due to its distance from existing residential development.

Scrutiny Committee Comments

4.12 Prior to commencement of the public consultation, the Cabinet Report on the Housing Growth in Barry consultation was considered by Place Scrutiny Committee. At the meeting on 20th May 2025, the following recommendations were put forward:

RECOMMENDED – T H A T the following comments and feedback from the Committee meeting be provided, as part of the consultation exercise:

- 1) That Council officers, as part of the public consultation, discuss with Asda the potential use of land owned by them near to the proposed housing development site at Neptune Road, Barry Waterfront.
- 2) That Council officers confirm whether there were any historic issues that prohibited the use of the Weycock Cross site when it was previously considered as a potential housing development site, and if so, whether these were subsequently addressed.
- 3) That the Council notes the concern of this Committee about the potential loss of employment sites. However, the Committee also recognised that such considerations do need to be balanced with the current housing shortage and that Council officers have confirmed that no firm decisions had been made yet on these sites.
- 4) That, as part of the consultation / plan, it would be helpful if details were provided on accessibility and walking distances to and from Weycock Cross and the other proposed housing sites, including to the nearest bus / train stations and routes, as well as regarding access to the nearest cycling lanes as part of the active travel approach.
- 5) Finally, consideration should be given to the importance of sustainability for these developments, in terms of design, build quality and their carbon footprint, as well as providing any information that could be shared as part of the consultation process in relation to those issues which would also be helpful.

4.13 In respect of point 1, planning officers have written directly to the Asda head office and directly to the local Asda store and have sought to follow up these communications by phone with the store manager. To date no official response has been received from Asda on their long-term intentions for the undeveloped land adjacent to the store, but officers will continue to engage with Asda on this matter.

4.14 The matter of the previous planning application refusal on Land at North West Barry (point 2) is addressed in Annex 1. Notably the refusal and dismissal of the appeal was because the site was contrary to the development plan insofar as it was outside the defined settlement boundary and within a green wedge. The Inspector determined that a review of the development plan was the proper mechanism for considering changes to settlement and green wedge boundaries not through the consideration of individual applications.

- 4.15 Point 3 about the loss of employment sites is noted and is addressed in the Annex 3 on Hayes Lane.
- 4.16 With regards point 4, the consultation documentation for North West Barry included a site connectivity plan which shows the proximity of the site to a range of services and facilities including bus stops and train stations. Further analysis of the proximity of the other two sites to services, facilities and public transport is included in the responses to the representations for Neptune Road (Annex 2) and Hayes Lane (Annex 3).
- 4.17 On the final point, the detail on design, build quality and the carbon footprint are detailed matters that would not normally be available at this stage in the plan process, however the Deposit RLDP will include policies that require new developments to achieve high standards in respect of operational carbon emissions and embodied carbon.



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