VALE OF GLAMORGAN

REPLACEMENT LOCAL DEVELOPMENT PLAN
2021 - 2036

PRE-DEPOSIT ENGAGEMENT REPORT

VOLUME 2 - KEY SITE ENGAGEMENT

December 2025



BACKGROUND PAPER - BP1A

RLDP CDLN

VALE of GLAMORGAN
BRO MORGANNWG

@VOGCouncil Vale of Glamorgan Council LDP@valeofglamorgan.gov.uk 01446 704681 www.valeofglamorgan.gov.uk

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 undertaken 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 Charter[1], 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

[1]Design Commission for Wales, 2020. *Placemaking Charter*. Online. Available at: Placemaking Charter - Design Commission for Wales [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.

Appendix 1

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

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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 a 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 & GUIDENACE

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 Growrth 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 Growrth 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' in tend 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 constatation 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.	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. 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 l impact.
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.

	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.
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.	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.
Concerns about traffic congestion, on Cardiff Road, and that additional traffic signals could potentially worsen traffic flows.	Whilst the proposed scheme cannot be expected to fully resolve existing congestion on Cardiff Road, the site benefits form 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. 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 incentives the use of these services, along with a dedicated shared

	cycleway/footway between the site and the Merrie Harrier Junction.
Query regarding Bus Routes shown on the accompanying Movement & Access Strategy Plan	Upon further review the Access & Movement Strategy prepared by SLR has been updated to reflect the latest bus routes which serve Dinas Powys. 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. Please see an updated copy of the Movement & Access Strategy Plan within Appendix 4. Although for completeness the changes include the following: • 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.
Request for safer pedestrian and cycling routes, including access on to Cardiff Road and crossing the railway line at Eastbrook station.	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. 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.

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 prioritise early on during the design process which has been a key theme for Roberts Limbrick. The attractiveness of which is further enhance 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 retained 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.	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. 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.
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

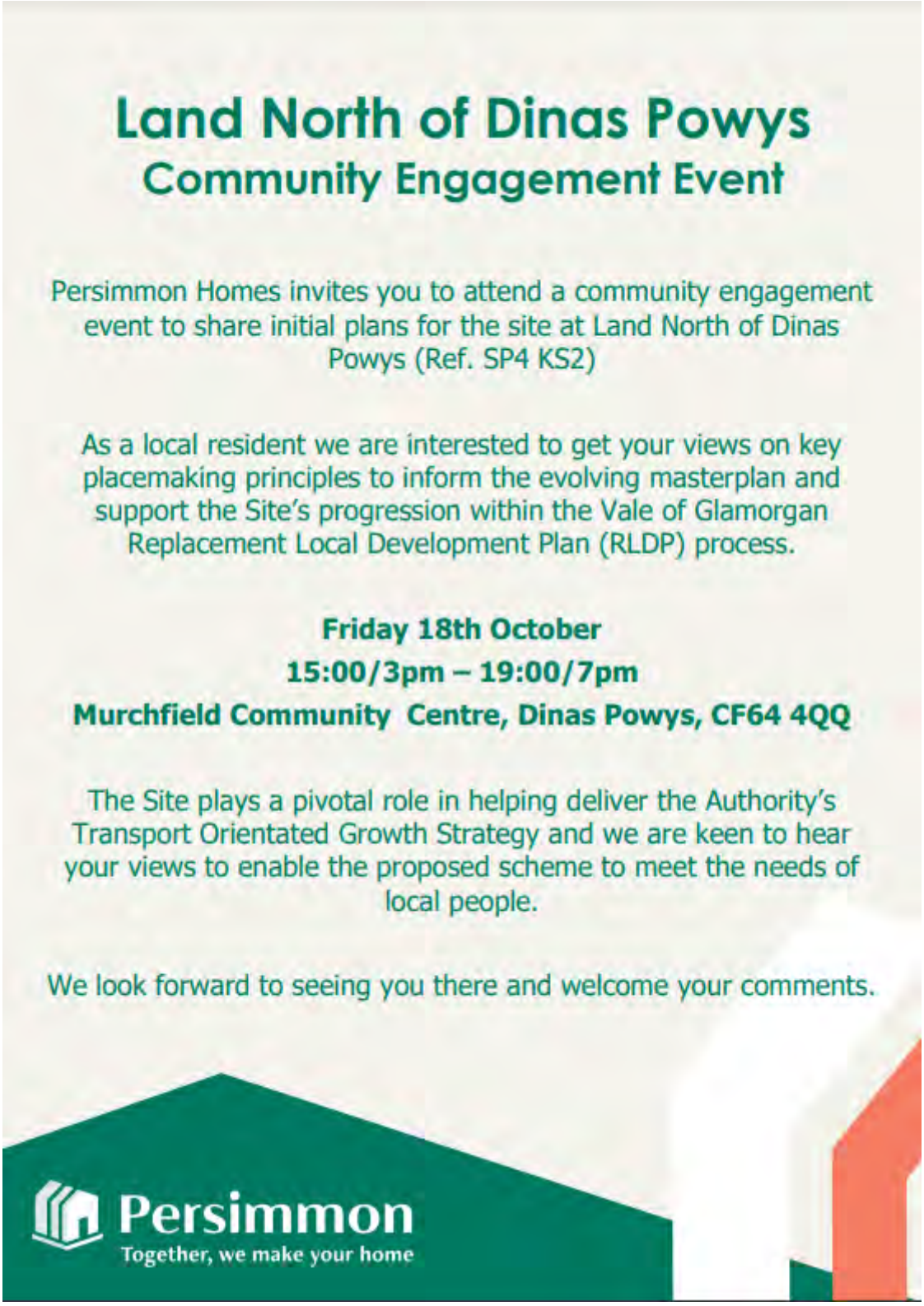
5.1 This Statement of Community Engagement has been prepared to respond to the requirements for the pre-deposit engagement phase of the Replacement Local Development Plan (RLDP). The emphasis placed on community engagement as a key component of placemaking is acknowledged and the goal of building consensus 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



Appendix 2 – Consultation Boards





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.

5 STAR HOME BUILDER CUSTOMER SATISFACTION HBF 2024

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.

Boyer BSG ecology SLR Roberts Limbrick tir JBA consulting

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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 form 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 cyding 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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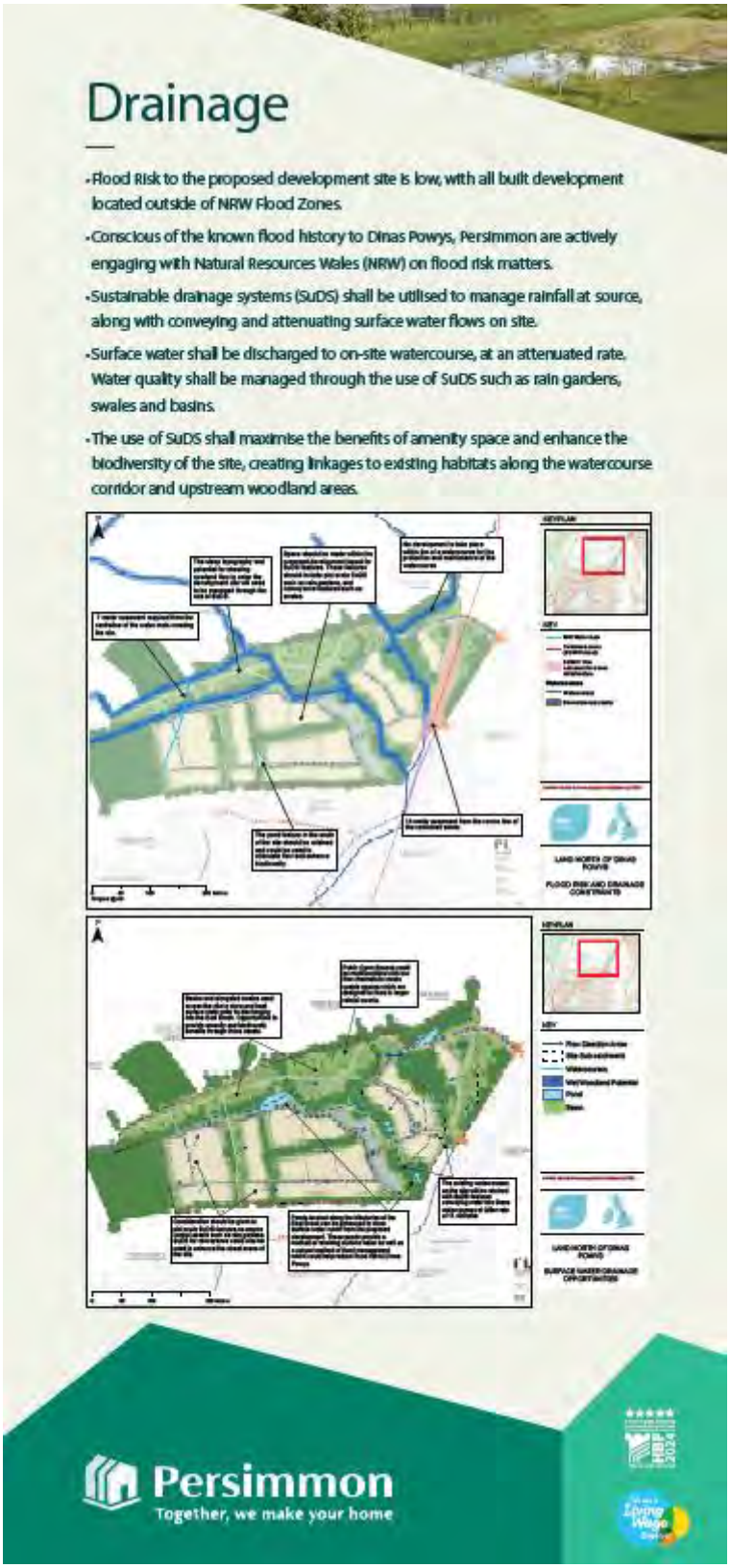
Access/Public Transport

—

- 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



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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.
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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 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.

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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 £1,600 per year when compared with equivalent older properties.*



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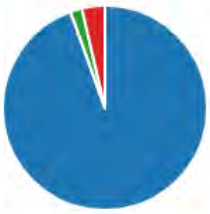
Appendix 3 – Results of Consultation

Land North of Dinas Powys – Community Engagement Survey

55 Responses 10:39 Average time to complete Closed Status

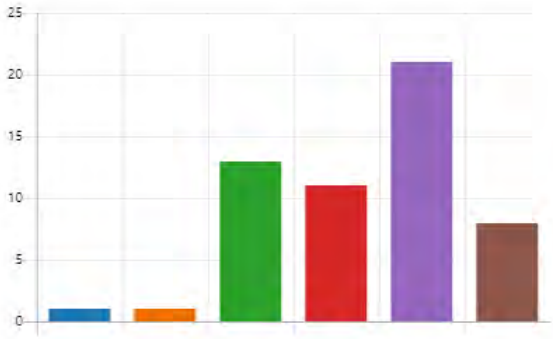
1. About you:

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

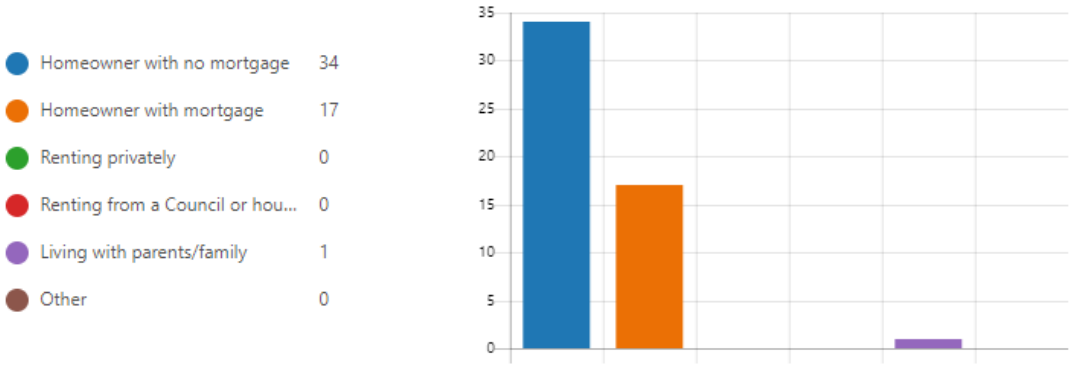


2. In which age range do you fall?

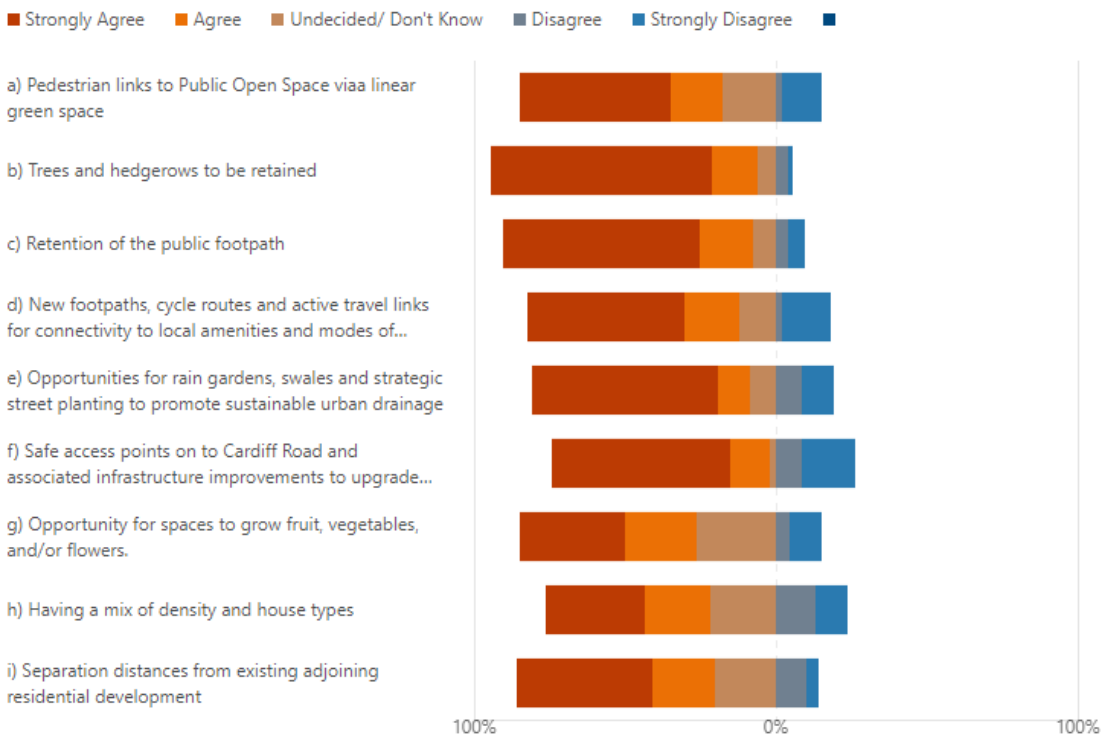
Under 18	1
18-30	1
31-45	13
46-60	11
61-75	21
Over 75	8



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:



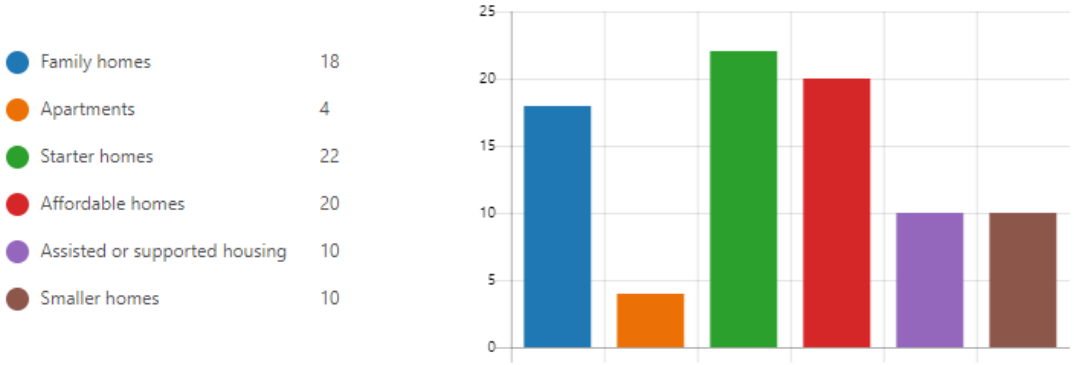
5. Are there any other design elements/features you believe would be beneficial to consider further?

37
Responses

Latest Responses



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



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"

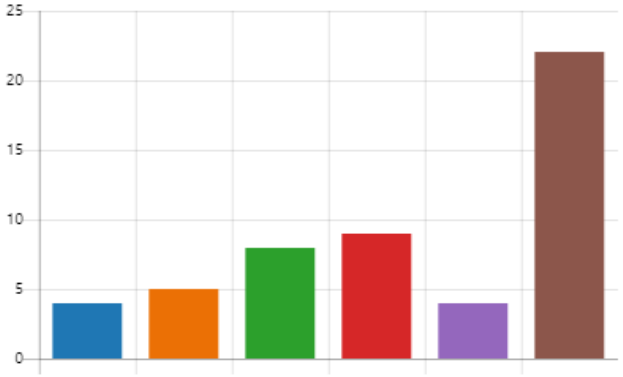
10. How important is it that sustainable building practices are incorporated into the proposed design?

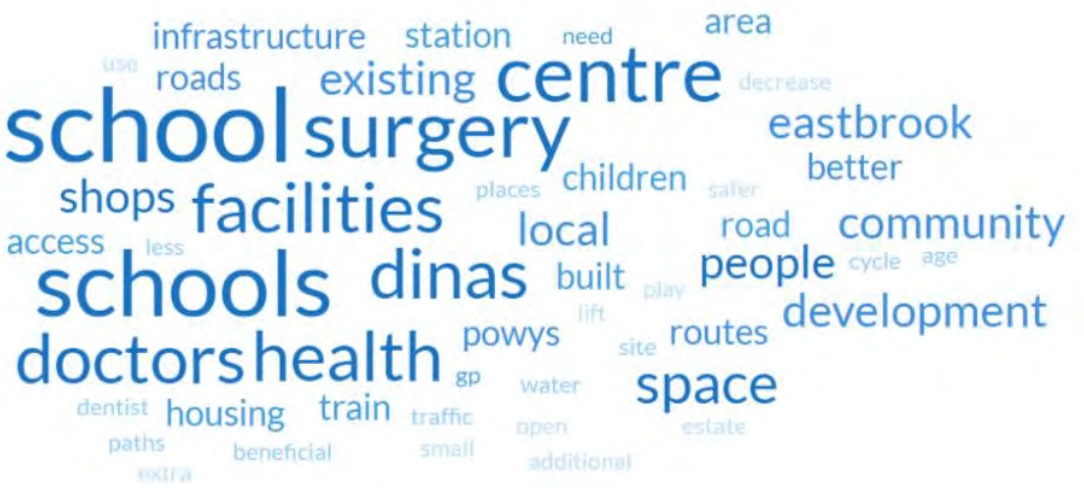
Very important	30
Important	5
Neutral	11
Unimportant	1
Very unimportant	4



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)

Increase local job opportunities	4
Support small businesses	5
Enhance community facilities	8
Improve local infrastructure	9
Bring more families into the ar...	4
Other	22





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

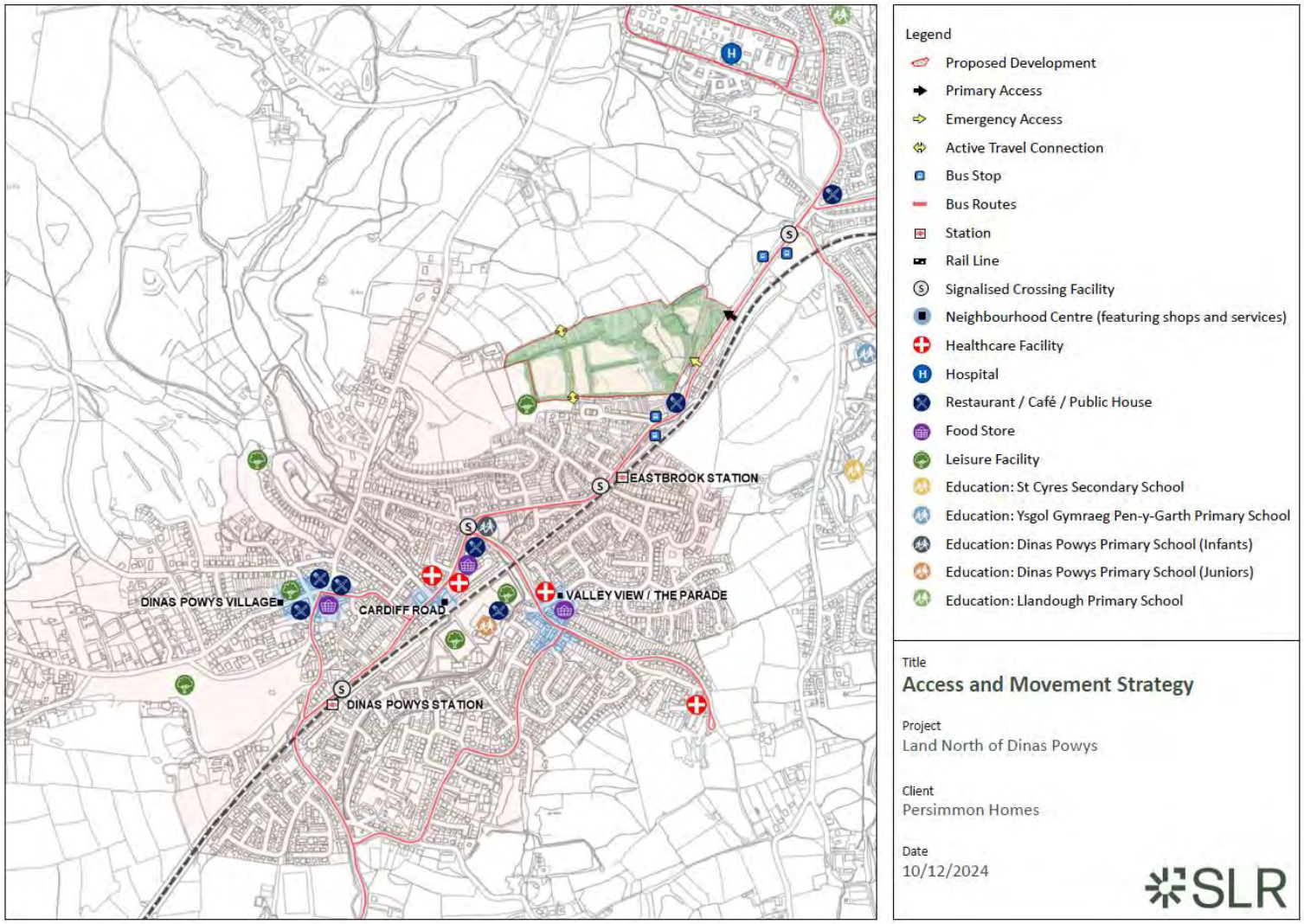
Latest Responses

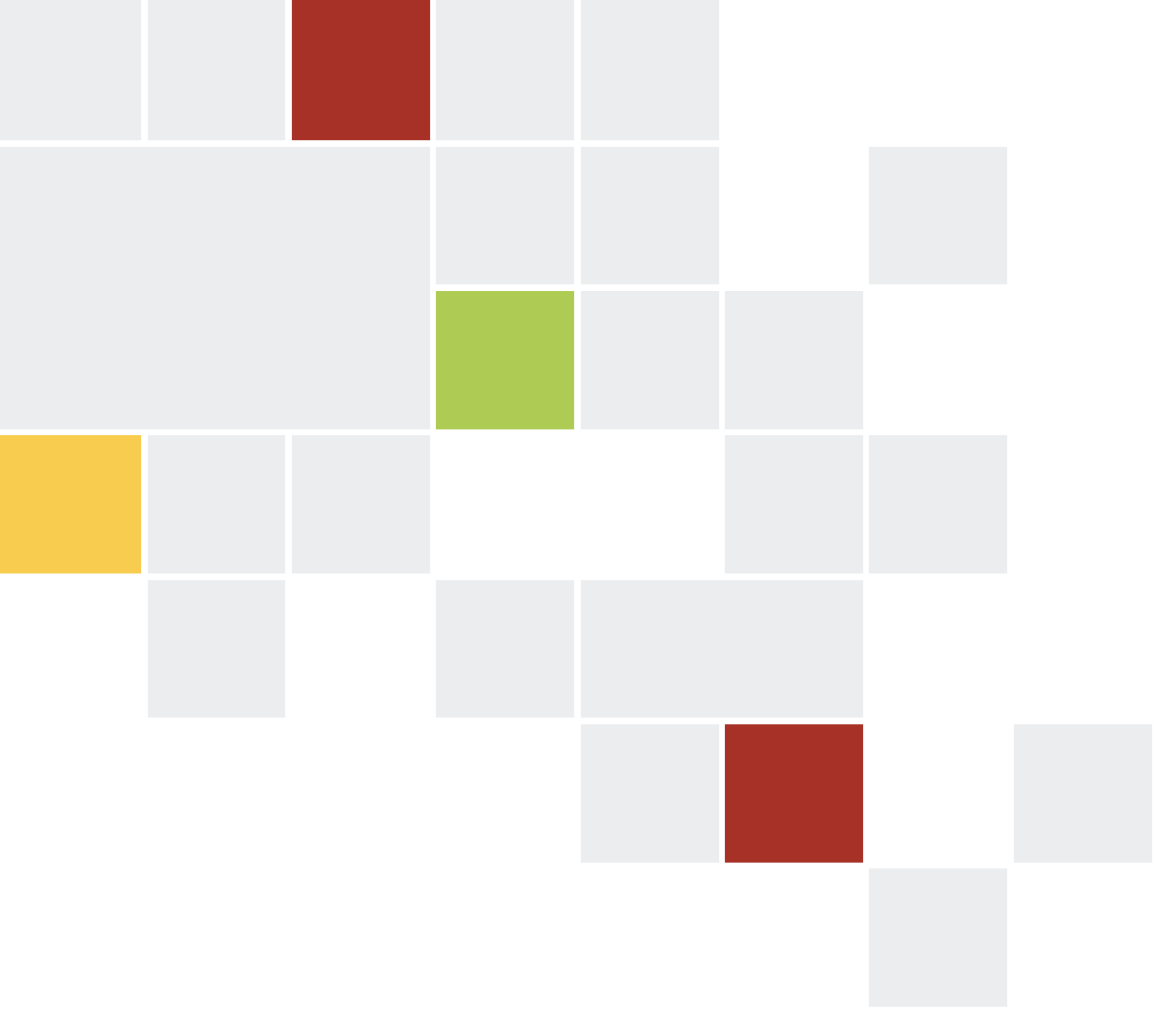
"the wildlife in the area needs to be considered in this vital green spac..."

"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 a 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 that 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 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 provides 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. IThese have been the starting point for the Green Infra structure Plan and Masterplan.n 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.

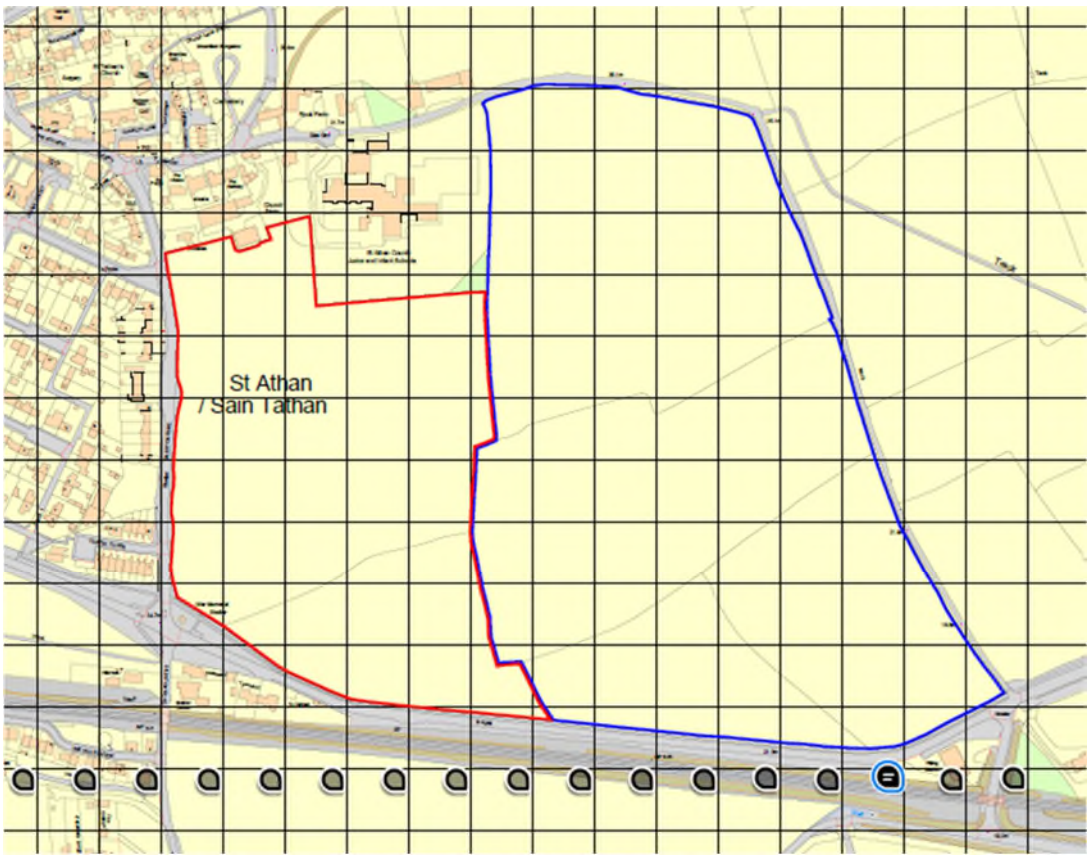
The team were present at the Community Centre from 3pm-8pm alongside the Vale of Glamorgan's Policy team to discuss the proposals and answer any queries from the community. Hallam Land and their consultant team who are promoting Land to the West of St Athan, also attended the event. In recognition of 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.

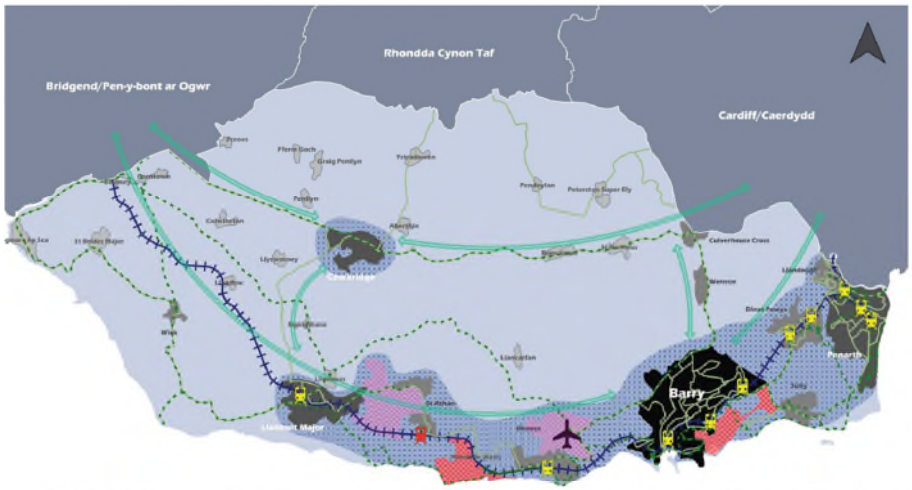
Conclusions

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

CONTEXT PLAN



VoG ILLUSTRATIVE PLANS

KEY:

LAND WEST OF ST ATHAN *(SP4 KS5)*

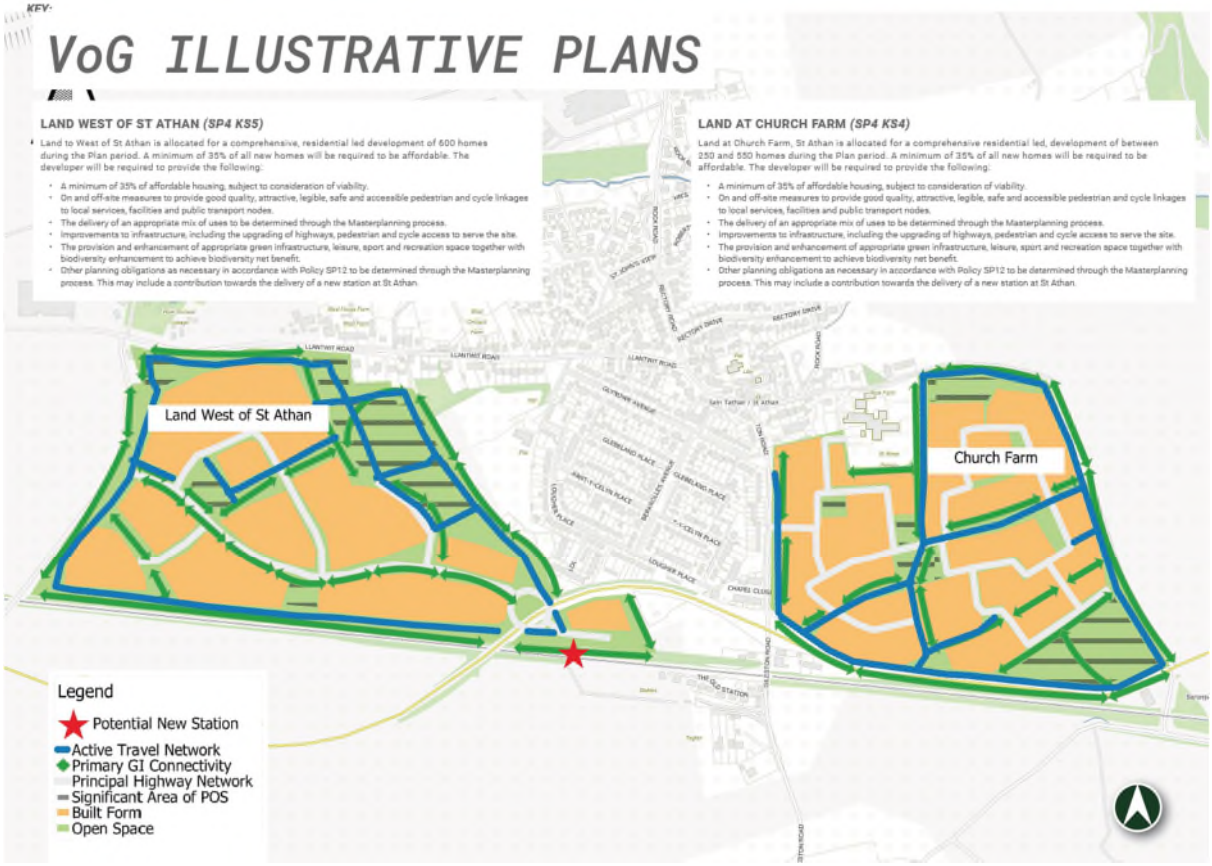
Land to West of St Athan is allocated for a comprehensive, residential led development of 600 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable. The developer will be required to provide the following:

- A minimum of 35% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, 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.

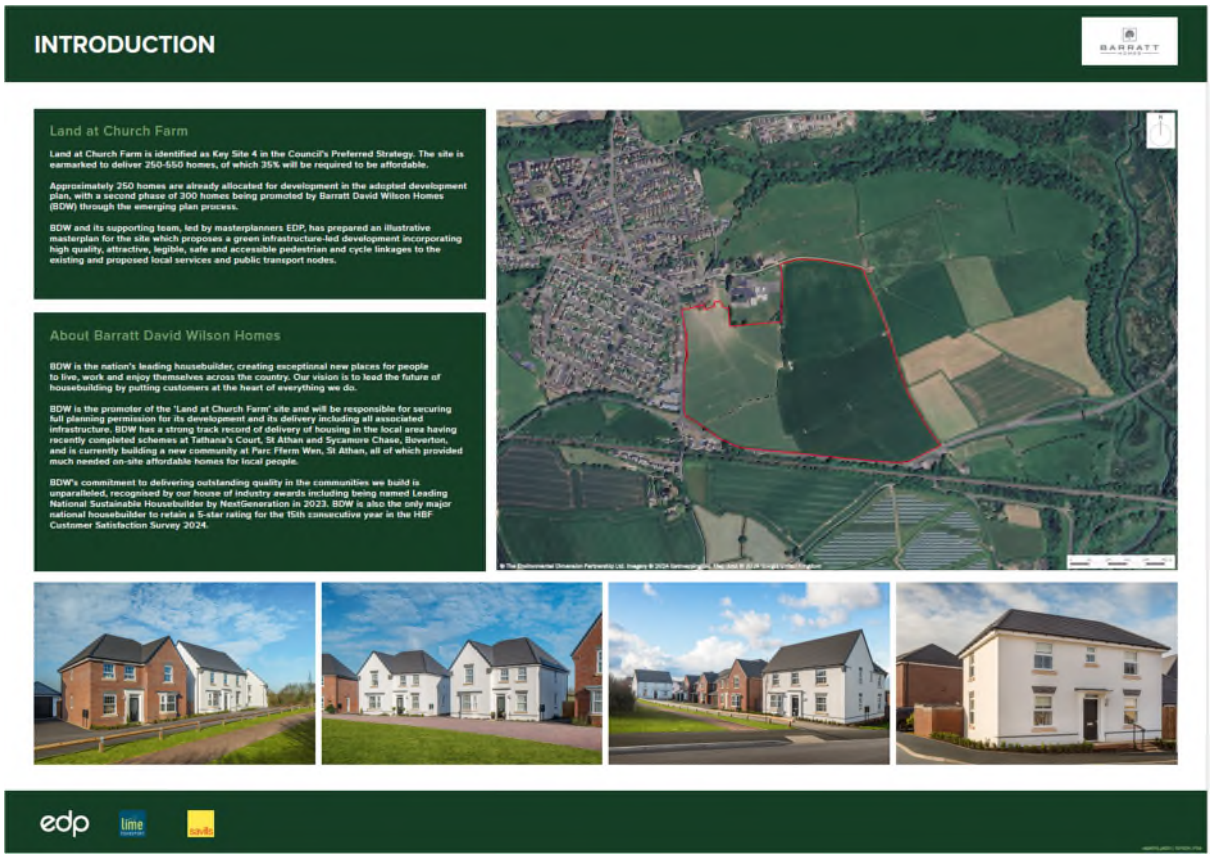
LAND AT CHURCH FARM *(SP4 KS4)*

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, attractive, 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.

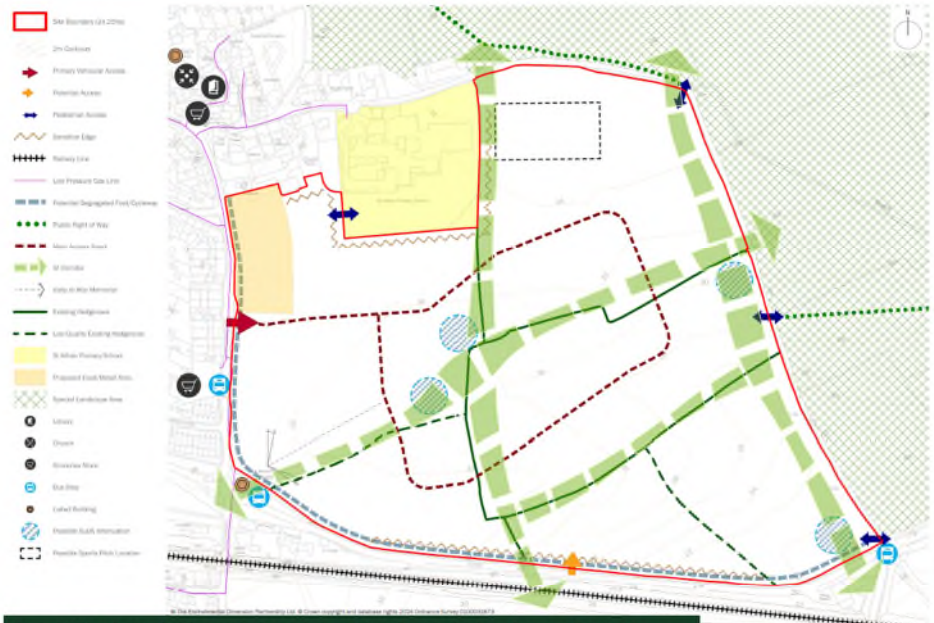


APPENDIX B- BDW Consultation Boards



BARRATT HOMES

CONSTRAINTS AND OPPORTUNITIES



LANDSCAPE AND GI

Retain and enhance existing site features and vegetation and incorporate into the site's GI networks. Opportunity to create a feature community GI spaces running through the heart of the development offering views to the wider countryside.

Create green breaks/GI connections through the development to mitigate visual impact and to provide green spaces for users and residents. Opportunity to make more of the relationship to the War Memorial with a comprehensive public realm strategy.

Provide a range of play spaces for different age groups and create recreational and fitness routes around the site's pedestrian and cycle routes to improve health and well-being for both new and existing residents.

Potential for small community orchards and growing areas. Opportunity to work with the primary school and other local community groups and stakeholders to develop growing and food production spaces.

Opportunity to incorporate public art into the masterplan at key locations. Potential to engage with St Athan Primary School or this strategy to ground sense of place and local identity through art, education and ecology.

ACCESS AND MOVEMENT

Opportunity to provide better and safer access options to St Athan Primary School in the north of the site.

Opportunity to have a direct link to a future train station just to the south west of the site promoting a modal shift to active and sustainable travel.

Provide a single vehicular access to the site off Gladston Road for both the retail use, and connecting to the residential uses beyond.

Provide active travel networks within and through the site.

Create informal recreational pedestrian/cycle links throughout the site that link 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 wider GI network.

Preserve and enhance areas of existing ecological value in the south of the site and incorporate into a ecological recreation and wildlife area.

Along the eastern boundary develop a strong GI corridor with a mixture of meadow grass, linear orchard and woodland planting to round off the settlement and create a sense of enclosure and containment.

Opportunity to create new internal features within the site as multi-functional assets, with swales and rain gardens providing significant areas of local GI.

Retain mature trees within hedgerows where possible and mitigate any loss of poor quality hedgerows through more extensive hedgerow planting as it can thrive and create new GI corridors.

Opportunity to develop an integrated comprehensive biodiversity net gain strategy and provide interpretation boards to illustrate linking with public art and education.

DRAINAGE

Use appropriate surface water attenuation measures and SuDS to create a naturalistic environment.

Integrate GI and swale routes to convey water to ponds, providing habitat for wildlife and creating an attractive public realm.

Multi-functional SuDS provides opportunity for natural play, amenity 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.

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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. This should be delivered through the retention 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, while increasing permeability of these features to ensure multi-functional GI - for people and wildlife - is delivered.

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

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 Athan 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 hedgerow is severely depleted 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 across the whole site.
8. Intersection 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 hedgerow 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. Perceptual connection to East Orchard Castle - consider interpretation panels and PRoW mapping to improve accessibility.
15. Potential opportunity for formal open space or sports pitch provision which can also serve the adjacent school.



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BARRATT HOMES

ILLUSTRATIVE MASTERPLAN

Our vision for Land at Church Farm is to create a new neighbourhood that is a legible extension to the eastern side of St Athan, that respects local distinctiveness and by having a recognisable character and quality centred on a Green Infrastructure and Placemaking strategy Key elements to the illustrative masterplan are:

- Attractive gateway into the site with mixed use retail and homes fronting on to spine road
- Expansive central linear park and green corridors provided with further open spaces to the north, south and east to soften edge of development within the wider countryside setting, to include ecology zone, play areas, community food production and open SuDS features;
- Spine road provides a link throughout, connecting all character areas to form a cohesive and legible development;
- Existing hedgerows retained and enhanced buffer planting provided as a strong network of ecological corridors;
- Sustainable drainage features designed to support the multi-functional green infrastructure. Green/blue corridors provides wildlife habitat and car-free space through the development;
- Pedestrian footpaths/cycleways throughout the development link to the wider context, provide opportunities for legible connections; and
- Development parcels designed to ensure a permeable development and car-free connections to surrounding facilities.



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PLACEMAKING VISION



Mix of Uses

Places have a range of purposes which provide opportunities for community development, with retail provision and access to jobs, services and facilities via walking, cycling or public transport.

Development density and a mix of uses and tenures help to support a diverse community

Public Realm

Streets and public spaces are legible and well defined, welcoming, safe and inclusive with a distinct identity.

The masterplan will be designed to be robust and adaptable with landscape, GI and sustainable drainage well integrated.

Masterplan provides a well connected place 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 and food retail are planned to help reduce the need to travel by car for existing and new residents.

Identity

The positive, distinctive qualities of the site and context at an immediate local level, St Athan at a neighbourhood level, and the Vale of Glamorgan at a regional level, will form the architectural response so character is valued and respected.

The unique features and opportunities of the location, including heritage, culture, language, built and natural physical attributes are identified and responded to.

People and Community

The local community are to be involved in the development of proposals. St Athan Primary School can help shape an art strategy.

The needs, aspirations, health and well-being of all people are considered at the outset, with opportunity for community food production, foraging and orchard develop community and stewardship

Proposals are shaped to help to meet local need.

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.

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APPENDIX C- Hallam Land Consultation Boards

INTRODUCTION

Hallam Land
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



pad Apex RLRE fpcr

BARRATT HOMES

COMMERCIAL AREA AND RAIL

Hallam Land
PART OF HENRY BOOT



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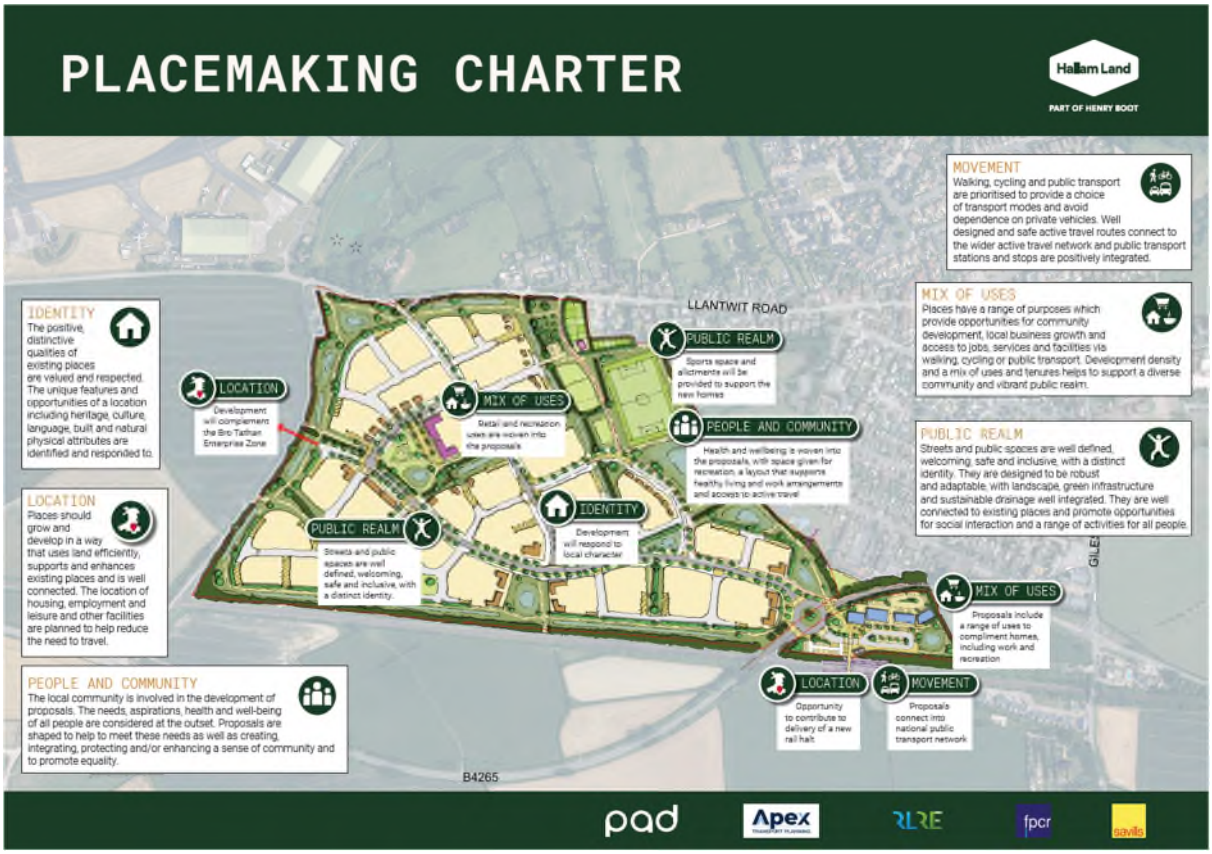
COMMUNITY AREA

Hallam Land
PART OF HENRY BOOT



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BARRATT HOMES



APPENDIX D- Written Consultation Response

DAVID WILSON HOMES
WHERE QUALITY LIVES

BARRATT HOMES

Hallam Land
PART OF HENRY BOOT

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 — (Yes) / No
   - Land to the West of St Athan — 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.

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 especially 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 Llantwit 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

[redacted]

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 Gileston 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 consultant and our views are taken into account.

Regards

[redacted]

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

www.stathancommunutycouncil.co.uk

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, togethr 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 (2021 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

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

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

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

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 floorspsace 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.

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 'Briarbank'. 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 'Briarbank'. 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.

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 'Briarbank'. These points has 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.

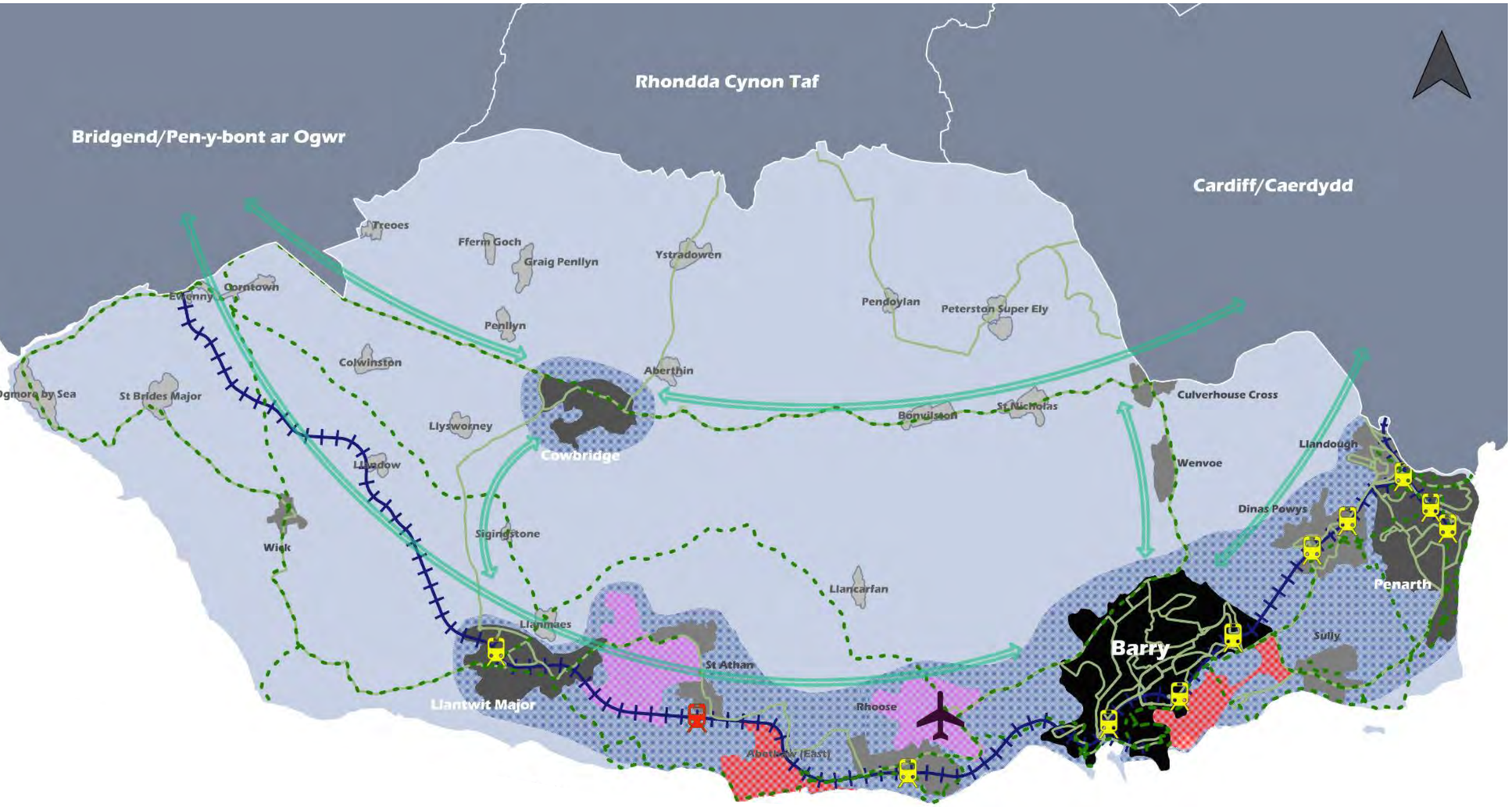
3.5. The consultation event was attended by a number of Councillors of St Athan Community Council, including the Community Council's Chair. It was requested that the emerging proposals are presented to the Community Council. It has been agreed that Hallam Land will present to St Athan Community Council, 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



Legend:

- Connectivity
- Airport
- Potential Train Station
- Train Station
- Train Route
- Cycling Route
- Vale Bus Routes
- Key Settlement
- Service Centre Settlement
- Primary Settlement
- Minor Rural Settlement
- Employment
- Regeneration Opportunity
- Enterprise Zone
- Strategic Growth Area

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

TO BRIDGEND

LLANTWIT MAJOR

EGLWYS-BREWIS

BRO TATHAN ENTERPRISE ZONE

B4265

LAND AT CHURCH FARM

ST. ATHAN

LAND TO THE WEST OF ST. ATHAN

ABERTHAW GREEN ENERGY

TO BARRY/CARDIFF

CARDIFF AIRPORT

RHOOSE

KEY:

- Application Site Boundaries (Allocated)
- Enterprise Zone
- Aberthaw Green Energy Masterplan Area
- Aberthaw Power Station Existing Employment Site
- Employment Allocation (LDP)
- Housing Allocation (LDP)
- Housing Mixed Allocation (LDP)
- Bus Routes (Existing)
- Bus Routes (Proposed)
- Bus Stops (Existing)
- Railway (Existing)
- Railway Station (Existing)
- Potential St Athan Railway Station
- Cycle Route (Proposed by this development)
- Walking Route (Proposed)
- National Cycle Route (Proposed)

VoG Active Travel Network:

- Walking Routes (Existing)
- Cycling and Walking Routes (Existing)
- Walking (Future Routes)
- Cycling (Future Routes)
- Walking and Cycling (Future Routes)
- Public Rights Of Way (PRoW)

VoG ILLUSTRATIVE PLANS

LAND WEST OF ST ATHAN *(SP4 KS5)*

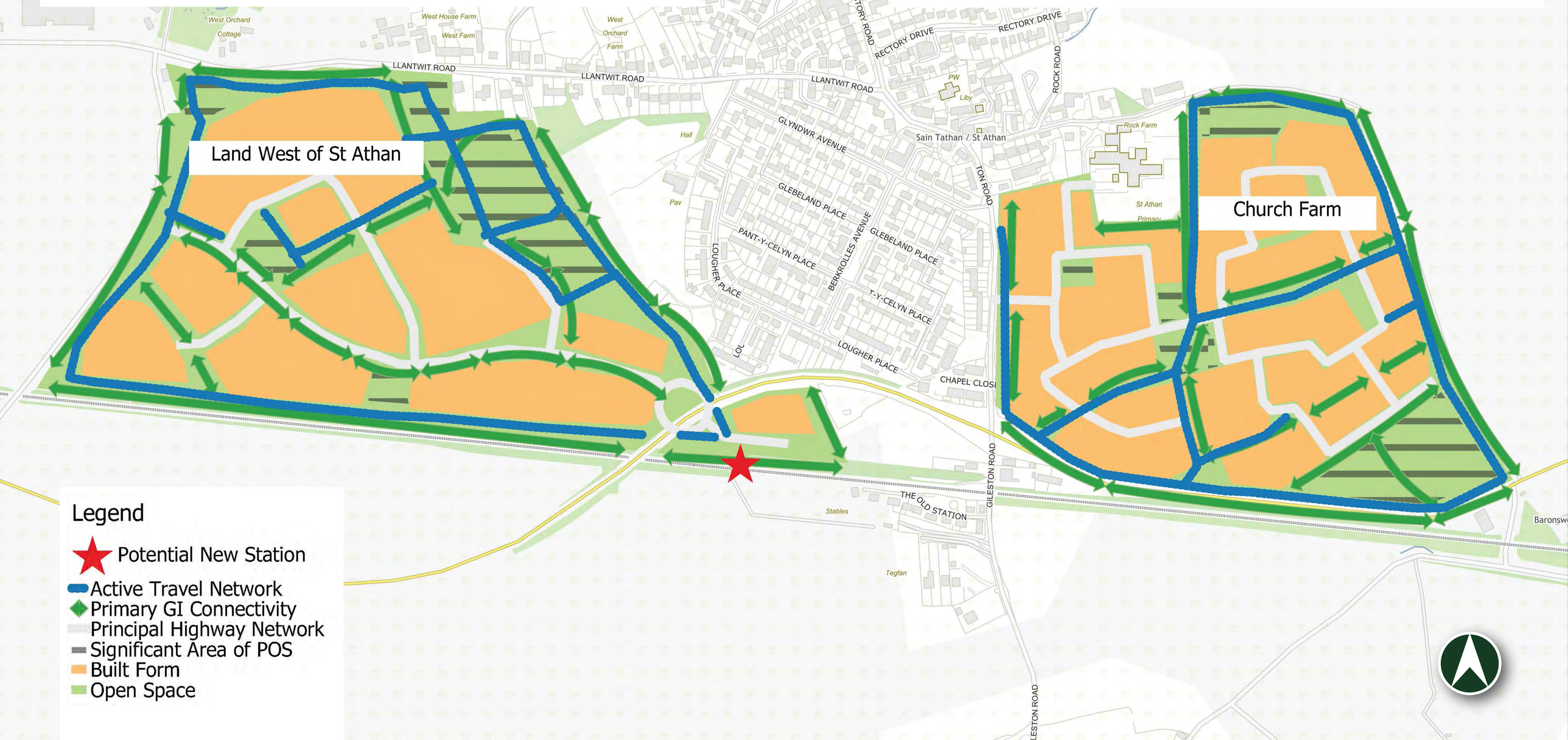
Land to West of St Athan is allocated for a comprehensive, residential led development of 600 homes during the Plan period. A minimum of 35% of all new homes will be required to be affordable. The developer will be required to provide the following:

- A minimum of 35% of affordable housing, subject to consideration of viability.
- On and off-site measures to provide good quality, attractive, 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, attractive, 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

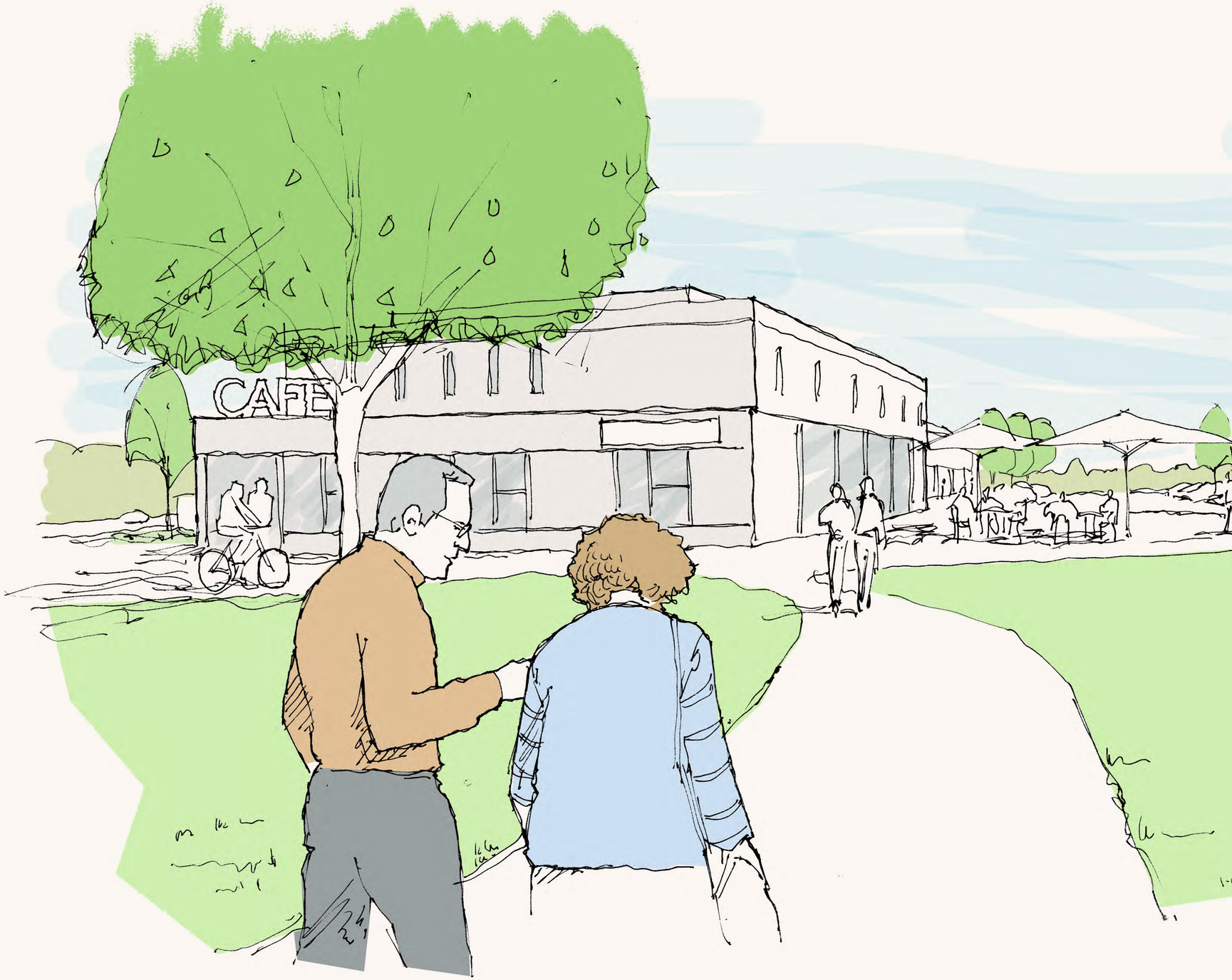
Hallam Land
PART OF HENRY BOOT

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 TRANSPORT PLANNING RLRE fpcr savills

OPPORTUNITIES & CONSTRAINTS

Hallam Land
PART OF HENRY BOOT

Scheduled Ancient Monument offset/buffer planting to be considered

Land is accessible via Llantwit road. To be limited to active travel and public transport

Improvements to footways along Llantwit Road for existing residents and site

Connection to Cowbridge to the north via St. Athan Road

LLANTWIT ROAD

Buffer planting to minimise impact on existing buildings

LOCAL CENTRE

Site is defined by chain of visible tall building along north, east, and south

Opportunity to enhance existing leisure and public open space

St Athan's local centre, is approximately 600m from the proposed site

Link to Bro Tathan Enterprise Zone

40m

40m

The existing hedgerows are relatively sparse and have the potential to be strengthened with new planting

GILESTON ROAD

There is limited ecological value beyond the hedgerows, many of which are in poor condition. Opportunity to provide enhanced open space offering grassland with a variety of hedgerows running through the area and along the boundary edges

Land is currently accessible via B4265

Site is relatively flat, with a minor inclination on the west boundary as well as on Llantwit Road. Accordingly, there is no sense of overlooking from adjoining higher land

St Athan Railway Station potential location

The Vale of Glamorgan railway line and the B4265 road run along the southern boundary, forming a hard southern boundary

Key

- Site boundary (allocated for planning)
- Trees
- Hedgerow
- Topography (High - Low)
- Public Right of Way
- Train Tracks
- Existing Site Access Point
- Noise from Train Tracks
- Listed Buildings
- Community Centre
- Potential Railway Station
- Existing Bus Stops
- Existing Primary School
- Enterprise Zone
- Multi Use Games Area
- Powerlines
- Scheduled Ancient Monument

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ILLUSTRATIVE MASTERPLAN

Hallam Land
PART OF HENRY BOOT

Mixed/community uses around focal space

Development offset from heritage asset with green edge

Development offset from existing properties

LLANTWIT ROAD

Landscape edge with retained planting

New sports pitch adjacent to existing pitches

Potential future highway link to proposed enterprise zone

Open space with play area and sustainable drainage basin

Green corridor with retained planting

GILESTON ROAD

Flexible employment provision alongside station including local retail/commercial use

Bus hub to complement railway station and retail/commercial uses. Opportunity to integrate with bus network.

A range of residential densities across the development will create a varied character and aid placemaking

Potential St. Athan Parkway Railway Station

B4265

0 5 12.5 25 50 100m

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COMMERCIAL AREA AND RAIL

Hallam Land
PART OF HENRY BOOT



New foot/cycle path alongside the B4265

Commercial, retail, and leisure buildings: two storeys with active uses at ground floor

Station car parking enabling park and ride, to incorporate disabled and potentially car club bays

Retained, additional and enhanced soft landscaping

Potential new railway station, with steps and ramps to ensure access for all, travel information board/ ticket machine and covered bicycle rack

PRoW route across footbridge to south

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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

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





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



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

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RLRE

fpcr

savills

PLACEMAKING CHARTER

Hallam Land
PART OF HENRY BOOT

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.

LOCATION

Places should 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.

PEOPLE AND COMMUNITY

The local community is 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 creating, integrating, protecting and/or enhancing a sense of community and to 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 network and public transport stations and stops are positively integrated.

MIX OF USES

Places have a range of purposes which provide opportunities for community development, local business growth and access to 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.

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.



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Appendix D








Public
Consultation
Event

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:
    - Land at Church Farm, St Athan Yes / No
    - Land to the West of St Athan Yes / No
2. Please provide your comments below:

Please turn over for additional space.

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 to 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

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Strategic Growth in St Athan

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

PURPOSE OF CONSULTATION | ABOUT HALO AR LAND MANAGEMENT AND BARRATT DAVID WILSON HOMES | LAND TO THE WEST OF ST ATHAN | LAND AT CHURCH FARM | HOW TO RESPOND

Preferred Strategy

The Vale of Glamorgan Council is preparing a Replacement Local Development Plan. The Replacement Local Development Plan will guide

[illegible]

The Vale of Glamorgan Council has identified a preferred strategy for the Replacement Local Development Plan which seeks to

establish the key issues and in doing so, identify how much and where certain forms of development should be located.

Within the Preferred Strategy, St Athan was identified as one of the identified Primary Growth Areas. Given its local environment, transport

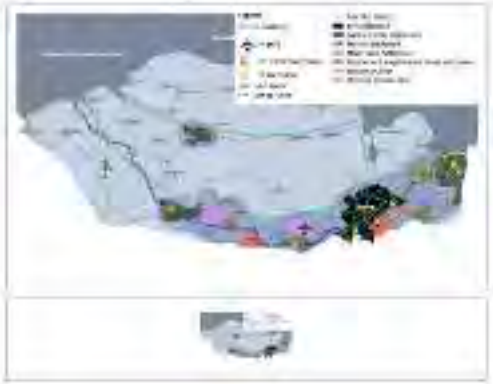
sustainability, is a suitable focus for housing growth.

The Preferred Strategy identifies two Key Sites in St Athan. These are Land to the West of St Athan (edged in red) being promoted by Hallam Land and

Land at Church Farm (shown in blue) being promoted by Barratt David Wilson Homes.

The Preferred Strategy has been the subject of consideration by the Vale of Glamorgan's elected members at a Full Council meeting (via Microsoft Teams) on

[illegible] 2021. Following



Purpose of this Consultation

In the period between the consultation on the Replacement Local Development's Preferred Strategy in Autumn / Winter 2021 and the publication of the Deposit which is due in the first half of 2022, Hallam Land and Barratt 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 in principle support from the Welsh Government. The purpose of this consultation is therefore to seek the views of local residents as to the forms of development and type of land uses that they wish to see be delivered across the two Key Sites.

Consultation Process

The rest of this website provides comprehensive information about the Preferred Strategy and both Hallam Land and Barratt David Wilson Homes as site promoters, as well as information about both Key Sites.

A dropin public consultation event is taking place on 6th October between 4pm and 8pm. This is to take place at St Athan Community Centre, Glyndwr Avenue, CF62 4PP. There will be representatives of both Hallam Land and Barratt David Wilson Homes at this event.

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 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.

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 Tathana's Court, St Athan and Sycamore Chase, Boverton, and is currently building a new community at Parc Pferm 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 unparelleled, recognised by our house 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.

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Strategic Growth in St Athan

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

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 304 and / or 905 bus route (and opportunity for increased frequency); and the creation of an active travel link to Llanbwit Major.

Central to the illustrative Masterplan is taking a landscape led approach. The illustrative Masterplan shows the provision of additional sports pitches to compliment 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.

Preferred Strategy Commentary	Download All
Illustrative Masterplan	Download All
Illustrative Masterplan Components	Download All
Active Travel and Public Transport Enhancements	Download All

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Strategic Growth in St Athan

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

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 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.

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

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Strategic Growth in St Athan

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

There are three ways of responding to the consultation:

- Completed questionaires 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 questionaires 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.

Appendix 5

VALE OF GLAMORGAN REPLACEMENT LOCAL DEVELOPMENT PLAN 2021-2036

HOUSING GROWTH IN BARRY REPORT OF PUBLIC CONSULTATION

November 2025



RLDP CDLN

VALE of GLAMORGAN BRO MORGANNWG

@CBroMorgannwg CyngorBroMorgannwg LDP@valeofglamorgan.gov.uk 01446 704681 www.bromorgannwg.gov.uk

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.



Figure 1 - Article in Wales Online

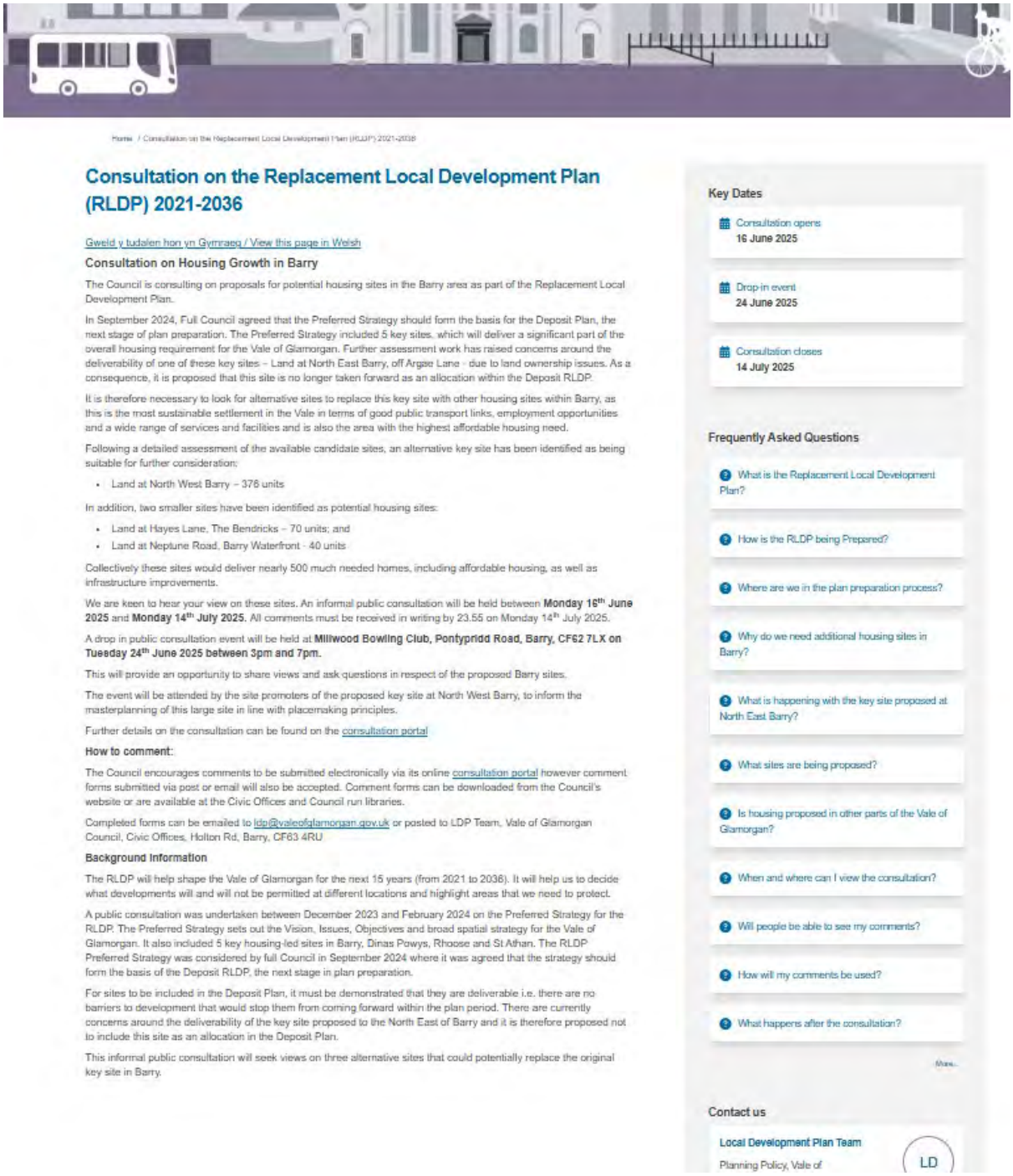
Council Website and Public Inspection

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 Argae 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 Bendricks – 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 16th 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

- What is the Replacement Local Development Plan?
- How is the RLDP being Prepared?
- Where are we in the plan preparation process?
- Why do we need additional housing sites in Barry?
- What is happening with the key site proposed at North East Barry?
- What sites are being proposed?
- Is housing proposed in other parts of the Vale of Glamorgan?
- When and where can I view the consultation?
- Will people be able to see my comments?
- How will my comments be used?
- What happens after the consultation?

More...

Contact us

Local Development Plan Team
Planning Policy, Vale of

LD

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.

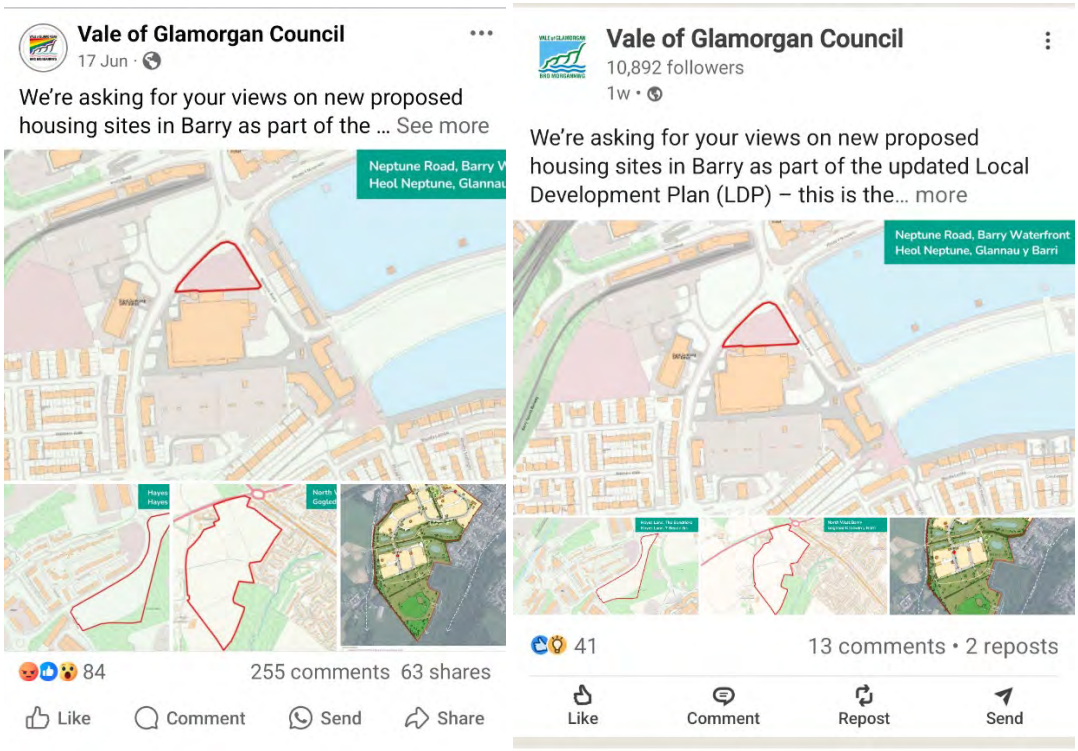


Figure 3 - Posts on Facebook and LinkedIn

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.

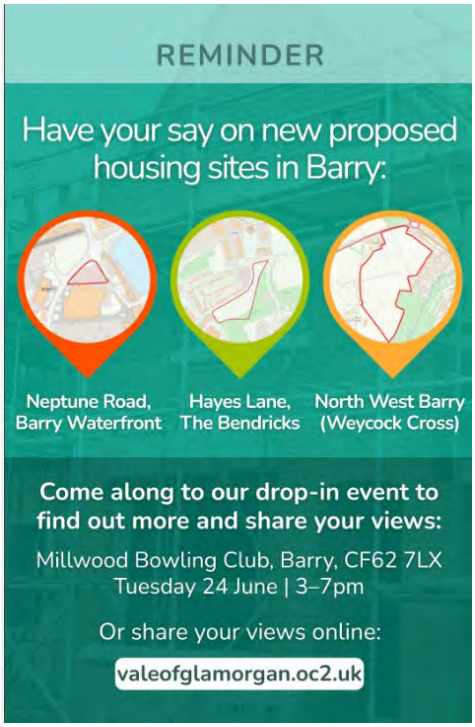


Figure 4 – Advert for drop-in event

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 5 – Drop-In Consultation Event at Millwood Bowling Club

Planning policy duty line and LDP mailbox

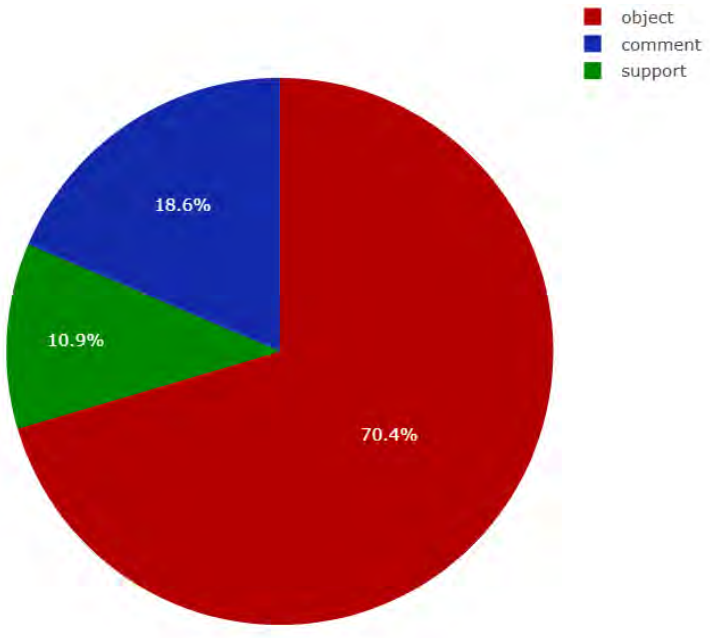
2.16 Officers were available to answer any queries the public had on the consultation during working hours, either by phone or by email.

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.

ANNEXES

Annex 1 – Land at North West Barry

Support

Representor ID	Reason for support	Council response	Action
[2609] [1656] [2649]	- There is need for additional housing in Barry, and this site would help support this - Support the development in respect of safeguarding natural features adjoining the site	Support is welcomed.	N/A

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
Cardiff and Vale University Health Board [2527]	The development is part of the Central Vale Primary Care Cluster. The Illtyd ward population is approximately 7,800 and a development of 376 homes will bring an average of 850 new residents into the area - an increase of 10.9%. The site is served primarily by 3 GP practices – the Vale Group Practice, the Waterfront Medical Centre and West Quay Medical Practice – with some patients having access to Court Road Surgery and the Practice of Health. We have previously submitted comments on the impacts of development on demand within primary care and welcome ongoing dialogue with the planning team.	Comments are noted.	The Council will continue to engage with the Cardiff and Vale UHB in the development of the RLDP and explore opportunities for health provision.
The Coal Authority [2582]	The site is not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A

Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. Public sewerage: A foul sewerage network HMA will be needed to establish if nearby Sewage Pumping Stations (SPS) can accommodate foul flows from an additional 400 homes or whether an upgrade to the SPS will be required. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments (HMAs) may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be requisitioned under the provisions of the Water Industry Act 1991. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.
Heneb (687)	The Historic Environment Record shows the area includes an enclosure of unknown date but which was identified during the Romano-British	Comments are noted. Heneb's comments will be forwarded to the site promoters for their consideration in advance of any future planning	The Council will require an Archaeological

	SE Wales Settlement Survey in 2001. Additionally, five assets, including areas considered to be of part of a field system with historic hedgerows, were previously identified in a DBA and this resulted in a recommendation for a planning condition, but the area now includes the enclosure. Desk-based assessment including geophysical survey prior to any determination of an application would inform mitigation, which may include further pre-determination work. The current proposed layout may need to be revised, however, this would be dependent on the results of the geophysical survey and any subsequent archaeological mitigation works, should archaeological deposits be identified. The significance of any archaeological deposits may impact on the layout, in that preservation in-situ of archaeological remains via redesign/relocation is an option following Welsh Government Policy and Advice.	submission.	Desk-Based Assessment, to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at North West Barry, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime	Comments are noted.	As a statutory consultee the Council will engage with South Wales Police Secured by Design Officers at the planning application stage

	Officers (DOCOs) should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.		to ensure that the design and layout of a future development incorporate measures to design out crime and anti-social behaviour.
Natural Resources Wales [692]	No comments made as part of the consultation as they had commented on the candidate site prior to the consultation. *October 2023 comments* *We are aware of European Protected Species (EPS) records for the proposed site – dormouse. Dormouse are likely to be present within hedgerows and scrub on site and within woodlands just off site. Otters are also recorded using watercourses within the South of the site boundary. We therefore advise that any application that comes forward for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate and appropriate mitigation/compensation. The full survey requirements should be determined in liaison with the Local Authority Ecologist. Where species are present, development should aim to retain and enhance supporting habitats and include appropriately sized buffers to*	NRW require European Protected Species surveys to be carried out at planning application stage. The Deposit RLDP will set out this requirement. An extended phase 1 habitat survey has been carried out for the site. This survey concluded "*The site comprises of six agricultural field parcels containing arable crops and improved grassland – the fields hold little to no ecological value and represent the most suited areas for any future development. A series of hedgerows, ditches, dense scrub and woodland border the fields, and these represent more valuable habitats, with native hedgerows and lowland deciduous woodland both listed as Priority Habitats. There are no habitats at the site that would qualify as a SINC (other than the boundary woodland which has already been designated).*" The comments regarding the need for a buffer for the watercourse are noted, although clarification will be sought from NRW on whether this relates	The Deposit RLDP will set out the requirement for relevant EPS surveys at planning application stage. Further clarification will be sought from NRW on the 10m buffer. The indicative masterplan included as part of the Deposit Plan will identify a significant area of greenspace.

	watercourses and retained habitat features, including hedgerows. We would look to the applicant to deliver wider boundaries. Please note: Where EPS are present, sufficient information should be submitted to ensure that the three tests for licensing can be met. *Protected Sites* *We would advise that a full Preliminary Ecological Appraisal is undertaken on the site. Given the proximity to protected sites, there is potential to improve connectivity between Coedydd y Barri / Barry Woodlands SSSI and Cliff Wood – Golden Stairs SSSI. This would benefit both protected sites, as well as the bat species present in the area. We highly recommend that Green Infrastructure be considered within the initial design phases of any proposed development, which should aim to work with the remnant hedges across the site.* *It is noted that a tributary of the Nant Talwg flows across the site. The Nant Talwg flows into the Cliff Woods – Golden Stairs SSSI. It is therefore a potential pathway for impacts on the SSSI. A 10m buffer from the watercourse should be maintained to mitigate for any potential pollution and protection for the river corridor. We advise that a CEMP would be required for any proposed development. This will mitigate potential impacts on the SSSI from this pathway.* *April 2025 comments* *We note the extension of the previous candidate site layout, which now extends further south to*	to temporary works, permanent works or both phases of the development and whether SUDs features and internal highways can be included within this buffer. The indicative masterplan identifies a wetland park running alongside the watercourse which will serve as an appropriate buffer. The indicative masterplan also shows a substantial area of open space and community woodland to the south of the site which can be used by residents, reducing pressure on SSSIs in the wider area.	

	accommodate an increase in residential units from 180 to 376. Our previous comments provided with regards to this candidate site still remain. We wish to note the potential for increased and inappropriate use of protected sites in the vicinity the site, in particular Walters Farm Site of Special Scientific Interest (SSSI) and Barry Woodlands SSSI. *Whilst Walters Farm SSSI does not have any formal rights of way, development of the candidate site may result in an increased risk of unauthorised usage by the general public for recreational activities (e.g. dog walkers). We therefore wish to reiterate the importance of the provision of Suitable Accessible Natural Greenspaces (SANGs), which will be of even greater importance in providing opportunities for residents/the general public to access greenspace, in-turn reducing pressure on nearby protected sites. This will also benefit wider biodiversity interests and species present in the area*.		

Transport Issues

Representor ID	Issue raised	Council response	Action
[2084] [697] [2532] [2531] [2534] [2533] [2535] [2539]	**Traffic Congestion** - Weycock Cross roundabout and surrounding roads (Port Road, Pontypridd Road, Five Mile Lane) are already heavily congested. - Concerns that an additional 376 homes (potentially 700–1,000 cars) would cause gridlock, increase accident risk, and delay emergency services.	**Traffic Congestion** The Council's housing growth strategy for Barry is underpinned by a comprehensive Strategic Transport Assessment (STA), which is being undertaken by an independent transport planning consultancy on behalf of the Council. The STA is currently at an advanced stage. Its purpose is to review the combined transport impacts of all	The Deposit RLDP will set out the necessary transport improvements associated with the development

[2541] [2543] [2547] [1497] [2550] [2553] [2556] [2557] [2565] [2567] [2563] [2564] [2568] [2573] [2574] [2511] [2575] [2576] [2577] [2578] [2566] [2580] [2563] [1324] [2584] [2587] [1276] [2589] [795] [2592] [2593] [2594] [1002] [2595] [2596]	- Access to Cardiff Airport could be severely impacted. This would significantly increase pressure on already congested roads, especially during peak hours. - Need to consider the impact of other developments in Rhoose including the new college as well as St. Athan, Aberthaw and Llantwit Major. - Tailbacks cause issues with residential access on Port Road. - Five Mile Lane (A4226) has recently been upgraded and there is a risk that new development will negate recent improvements. The road is still limited in capacity and not designed for high-density residential traffic. - Pontypridd Road is a residential road not designed for through traffic. Likely to become a rat-run as drivers seek to avoid congestion. - Any accident on Port Road creates traffic backlog affecting huge swathes of West Barry right back down Pontypridd Road and further up Port Road towards Colcot.	strategic housing sites proposed in the RLDP, ensuring their effects on the highway and sustainable transport networks are properly assessed and addressed. The interim findings indicate that while there are locations where congestion is forecast at the end of the RLDP period, particularly during peak hours, these challenges can be managed through a balanced package of measures, including targeted highway improvements and initiatives to encourage more sustainable travel in line with Welsh Government policy. One such location in Barry is Weycock Roundabout (A4226/B4266/Weycock Road/Port Road West). This junction has been the subject of detailed assessment both within the STA and through individual site submissions, including the strategic housing site known as Land at North West Barry. Several potential mitigation options have been identified that are capable of improving traffic flow and managing development impacts. These include the possibility of widening the entry width and extending the approach lane capacity on constrained approaches. Land at North West Barry proposes a new access approximately 150 metres west of Weycock Roundabout on Port Road West. The site promoters' Transport Consultant has undertaken detailed traffic modelling which concluded that a new signal-controlled access junction with associated local widening and realignment of Port Road can provide safe and efficient access to the	of the site as informed by the Strategic Transport Assessment and the requirements of the Council's Highways department.

[1006] [1018] [2549] [2600] [920] [2602] [2606] [2599] [2614] [2616] [2617] [2618] [2609] [1009] [2619] [2620] [1009] [2624] [2625] [2626] [2627] [2630] [2631] [2632] [2633] [2163] [2635] [2639] [1348] [2645] [2644] [2528] [2647] [2648] [712]		development. The modelling shows that with these improvements, the additional site traffic would have only a limited effect on how the Weycock Cross junction operates. Modelling of future scenarios which factor in traffic generated by the development as well as junction improvements, indicate some adverse impacts during the evening peak but minor improvements during the morning peak. The junction has historically been busiest during school and commuter peaks and has operated more efficiently outside of these times, and this pattern is expected to continue. It should also be noted that these results are based on cautious assumptions and modelling that do not take account of potential benefits from more home working, greater use of sustainable travel, or traffic choosing alternative routes. All of these factors are expected to improve the junction's performance compared to the modelled results. Importantly, the design also supports walking and cycling by providing a new 3m shared-use path along the site frontage. Any future residential development will also be required to prepare a Travel Plan to help reduce car trips from the site and encourage sustainable travel choices across the wider area. The principle of mitigation is embedded in the Council's RLDP strategy. All strategic housing sites that are identified as having a material impact on Weycock Roundabout, or indeed on any other part of the Vale's highway network, will be required to contribute towards appropriate	

[2651] [2652] [2653] [2650] [2654] [879] [2659] [2657] [2660] [2661] [2662] [2583] [2634] [2663] [2592] [2666] [2598] [2667] [2668] [2672] [2317]		highway and sustainable transport improvements. It is important to emphasise, however, that allocation in the RLDP does not remove the need for further scrutiny. All sites will still be required to secure planning permission at the appropriate time and each application will need to be supported by detailed Transport Assessments to evaluate site-specific impacts and put forward tailored mitigation strategies, including but not limited to measures identified in the RLDP. These mitigation strategies will be subject to further stakeholder engagement to ensure that they are sufficiently robust and ambitious. All future highway works and transport interventions will be designed to support and align with the Vale of Glamorgan's role in the Cardiff Capital Region (CCR), ensuring consistency with wider regional objectives for growth, connectivity, and sustainable travel. Port Road West, Five Mile Lane and Pontypridd Road are all considered to be of sufficient standard to accommodate traffic flows.	
	Active Travel and Public Transport **Poor Walking and Cycling Infrastructure** - The proposed site lacks safe, continuous footpaths, dedicated cycle lanes, and crossings at key junctions. - Existing roads are narrow, busy, and unsafe for pedestrians and cyclists. - The terrain is steep in places, making	Active Travel improvements are proposed as part of the development, including a designated route across the site frontage along Port Road. This will form part of a new Active Travel corridor between Barry and Rhoose. In addition, enhanced connections will be provided to existing Active Travel routes to the north and east of the site, including those along Five Mile Lane and Port Road West. These improvements will make	The Deposit RLDP will set out the Sustainable Transport requirements for the site.

	walking and cycling difficult for children, elderly residents and people with mobility issues - There are pedestrian safety concerns, especially for schoolchildren. - Active travel along A4226 is not enjoyable. **Car Dependency** - The development is seen as car-centric, with no nearby shops, schools, or services within walking distance. - Residents would be forced to drive for most daily needs, increasing traffic congestion. - Carbon emissions and parking pressure in surrounding areas. **Public Transport Limitations** - Poor access to public transport. - Bus services are infrequent and unreliable. - Poorly connected to key destinations like schools, hospitals, and train stations. - Train stations are too far to walk for most residents and not easily accessible by bike or bus. - Important that bus routes to Cardiff are extended to include Pontypridd Road - Additional buses serving the stations in Barry should be provided. **Conflict with National Policy** - Active Travel (Wales) Act 2013 – requires new developments to support walking and cycling. - Planning Policy Wales (PPW) – prioritises	Active Travel a safer and more accessible option for journeys to and from the site. New crossings will be designed to meet Active Travel standards. While parts of Barry are acknowledged to be steep, the bus stops in the local area are located close to the site entrance and are broadly on the same gradient. The site benefits from proximity to a range of services and facilities. A neighbourhood food store is located near Weycock Cross roundabout, and a major supermarket, GP surgery, community centre, three primary schools (English Medium, Welsh Medium, and Church in Wales), and two secondary schools (English and Welsh Medium) are all within reasonable walking distance. An Active Travel route runs along Port Road West. Bus stops near the site entrance provide access to Service 304, which connects to Barry town centre, Barry station, Dinas Powys, and Cardiff, as well as Rhoose and Llantwit Major in the opposite direction. Additionally, Services B1 and B2, which serve Barry, can be accessed from Pontypridd Road. Barry station is approximately 1.3 miles from the site. Travel time mapping from Transport for Wales indicates the site is within a 5–10 minute cycle of the station, which is corroborated by Google Maps. The walking time is approximately 28 minutes, and there is also a bus link to the station. In line with national policy, the RLDP Strategy	

	sustainable transport and promotes a reduction in car use. - Future Wales: The National Plan 2040 – promotes compact, connected communities.	focuses development in areas where housing is aligned with employment, services, and facilities, thereby reducing the need to travel. As outlined above, the site is located in an area with good access to services and facilities, many of which are reachable via Active Travel routes. National policy also supports locating new development in areas well-served by public transport and Active Travel infrastructure. This principle is reflected in the RLDP Strategy, which prioritises development in locations with rail stations and strong bus connectivity. Barry benefits from four train stations and is served by bus routes connecting to neighbouring settlements. The proposed development will also deliver part of the Rhoose to Barry Active Travel route across the site frontage, providing opportunities for new and enhanced Active Travel infrastructure.	
	Highways Access - The proposed plan shows no access in or out of the development. - Exit from site + chaos at peak times for traffic. - The proposed signalised junction on to Port Road at Weycock Cross will not on its own be enough to ease the severe congestion already experienced. - It does not show how the road junction will be implemented to prevent increased traffic congestion and thus increased pollution to the local residents.	The site will be accessed via a new signalised junction on Port Road West, as illustrated in the consultation documents. As outlined in the section on traffic congestion above, the proposed junction has been extensively modelled, and it has been demonstrated that a safe and efficient access arrangement can be achieved. The junction will be signalised to ensure safe ingress and egress. Cwm Ciddy Lane is a narrow, unadopted road that is not under the control of the site promoter.	

	- Access point is too close to the Weycock Cross roundabout. This will cause significant issues with traffic travelling towards the airport backing up onto the roundabout if there are lights to let traffic out. A possible solution would be to develop Cwm Ciddy Lane and access the main road further from the roundabout (Close to the Cwm Ciddy Pub). - The same ingress and egress point combined with traffic on Port Road will inevitably mean that residents will regularly face severe difficulty leaving the development regardless of any further traffic management measures implemented. - One road in/out of this large development is not suitable.	As such, it does not represent a realistic alternative access point to the proposed junction.	

Issue- Sewage, Drainage and Flood Risk

Representor ID	Issue raised	Council response	Action
[697] [2084] [2530] [2563] [2580] [2563] [795] [2594] [920] [2606] [1009] [2599]	**Utilities and Drainage** - Sewage infrastructure is reportedly at capacity - Nant Talwg pumping station is under strain. - Risk of sewage overflows into local watercourses and beaches. - Additional housing could worsen overflow events, posing public health and environmental risks. - Welsh Water infrastructure is already unable to cope - Nant Talwg Brook off Nant Talwg Way has a permanent bad smell - this will	**Utilities and Drainage** The Council has consulted Dŵr Cymru Welsh Water (DCWW) to identify existing water and mains sewage capacity issues within the Vale of Glamorgan, including the capacity requirements for Weycock Cross. DCWW has advised that an assessment of the Barry Nant Talwg Sewage Pumping Station (SPS) may be required to determine whether current flows can be accommodated or if an upgrade to the SPS will be necessary to enable development to proceed. This assessment would need to be	The Council will continue to engage with Dwr Cymru Welsh Water to identify necessary infrastructure upgrades. The comments of DCWW will be reflected in the infrastructure

[2626] [2627] [2630] [2631] [2635] [2641] [2645] [2648] [2659] [2657] [2661] [2663] [2607] [2667] [2668] [2671]	potentially worsen. **Increased Flood Risk and Surface Water Runoff** - The site is known to have clay-heavy soil, which has poor permeability, leading to surface water pooling and slow drainage. Fields already retain water after rainfall, suggesting a high flood risk even before development. - Concerns that the proposed Sustainable Drainage Systems (SuDS) may not be suitable for the site's soil type and have not been properly tested or modelled and could fail during heavy rainfall events. - Development would replace green fields with impermeable surfaces (roads, driveways, rooftops). - Reduced natural absorption of rainwater. This could lead to increased runoff into surrounding areas and flooding of nearby homes, roads, and gardens. - No clear plan for long-term maintenance of drainage systems - Once that farmland is covered, where will the resulting rainwater go? We all know we are getting much heavier rain at times and there are a lot of homes lying below the level of these fields. - The proposed drainage system looks to be a source of stagnant water for mosquitos. - The 6 water reservoirs indicate water runoff, and flooding is a significant issue and the safety and ongoing cost of maintenance of those water areas would be a concern.	undertaken at the planning application stage. DCWW has confirmed that sufficient capacity exists at Cog Moors Wastewater Treatment Works. **Increased Flood Risk and Surface Water Runoff** The site is not located within a flood risk zone for river or coastal flooding. However, the central part of the site lies within a flood zone associated with small watercourses. This area has been identified as a wetland park, where no built development is proposed. A drainage strategy has been submitted and was published as part of the consultation documentation. This strategy will need to be further refined, and any future planning application must be accompanied by a Flood Consequences Assessment. Since 2019, Sustainable Drainage Systems (SuDS) have been required in Wales to support sustainable development in relation to flooding and drainage for new developments. This process is administered by the Council through the SuDS Approval Body (SAB), which must approve a SuDS scheme before development can commence. SuDS mimic natural drainage by managing surface runoff at or near the surface and as close to its source as practicable. They control flow (volume and rate of runoff) and offer a range of additional benefits. The aim is to address flooding and	requirements for the site within the Deposit Plan. The Council, including the SuDS Approval Body, will work with the developer and NRW to ensure that that flood risk both on and offsite is appropriately managed. A Flood Consequences Assessment will be required.

	- Who would be responsible for maintenance of the SUDS, the 'park', trees bordering existing properties' fences? - Attenuation ponds on this site are located at the top of the development and given the landscape, the flooding risks would be further towards the bottom of the site. How is drainage at the bottom of the site being controlled?	drainage issues on-site and prevent adverse off-site impacts. The indicative masterplan for the site identifies areas of SuDS infrastructure that will manage surface water runoff. Securing a sustainable funding mechanism for the lifetime of the development is a key objective of the SAB. The SAB is responsible for the management and maintenance of SuDS assets once adopted. The effectiveness of SuDS and their associated benefits depends on appropriate maintenance. A commuted sum will be secured to ensure the SAB has the resources to maintain and, where necessary, replace the adopted assets.	

Infrastructure Capacity

Representor ID	Issue raised	Council response	Action
[2532] [2503] [2534] [2535] [2539] [2541] [2544] [2546] [2547] [2549] [2550] [2557] [697] [2567] [2561] [2564] [2569] [2562] [2557] [2585] [2531] [2574] [2577] [2578] [2580] [1324] [2584] [2587] [1276] [2589] [795]	**Education** - No new schools are included in the scheme. - Local schools are at or over capacity, particularly Whitmore High School – turning away local children. - Primary schools in the area are also under pressure. - Concerns that the development would exacerbate overcrowding. - Require new school places without clear plans or funding. - Force children to travel further, increasing traffic and reducing community cohesion. **Healthcare** - GP surgeries and dental practices are already oversubscribed. - Experiencing long waiting times for appointments. - No indication of new healthcare facilities being planned or additional NHS resources to support population growth. - No new health centre is included in the scheme. **Emergency Services** - Increased population could stretch police, fire, and ambulance services, delay emergency response times due to traffic congestion.	**Education** The Council has undertaken an initial assessment of the educational need generated by the proposed development, based on forecast future demand for primary and secondary school places. This assessment indicates that the development would generate approximately 90 primary and 80 secondary school places. The site falls within the catchment areas of Whitmore High School (English Medium), Ysgol Bro Morgannwg (Welsh Medium), and St Richard Gwyn Catholic High School (Roman Catholic). Ysgol Bro Morgannwg and St Richard Gwyn are forecast to have sufficient capacity to accommodate the projected number of pupils from the development. However, Whitmore High is forecast to have insufficient capacity. As a result, the developer will be required to fund additional school places through a Section 106 agreement. This agreement will ensure that financial contributions are phased in line with the progression of the development. At primary level, the site is within the catchment areas of Romilly Primary School (English Medium), All Saints Church in Wales Primary School, Ysgol Sant Curig (Welsh Medium), and St Helen's RC Primary School. All of these schools are forecast to have sufficient capacity	The Deposit Plan will set out any site-specific contributions required. Continued engagement with CAVUHB on the location of future developments in the Vale. A series of background papers will be published alongside the Deposit Plan which will consider infrastructure capacity.

[2593] [2594] [1006] [1018] [2549] [2600] [2602] [2606] [2599] [2612] [2614] [2616] [2617] [1009] [2619] [2620] [2626] [2628] [2627] [2630] [2631] [2632] [2163] [2635] [2639] [2641] [2642] [2643] [2645] [2528] [2647] [2648] [2652] [2649] [2650]	- No evidence of additional resourcing or planning for emergency services. **Community Facilities** - There are no shops included in the scheme. - Lack of nearby shops, leisure centres and youth services. - Concerns that new residents would be isolated or forced to travel for basic services, increasing car dependency. **Digital Infrastructure** - Concerns about limited broadband capacity in the area and potential strain on telecoms infrastructure without upgrades.	to accommodate the projected number of pupils. There will also be a need for additional capacity at Ysgol y Deri special school, as a result of the development. A financial contribution will be secured towards this provision. **Healthcare** Cardiff and Vale University Health Board (CAVUHB) are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications (50 units or more). In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision. **Emergency Services** South Wales Fire and Rescue Service, South Wales Police and the Welsh Ambulance Service are statutory consultees in the RLDP process. South Wales Police's Secured by Design Officer has made comments on the design of the development, but neither the Police nor the other Emergency Services have objected to the principle. **Community Facilities**	

[2654] [879] [2659] [2660] [2661] [2583] [2634] [2666] [2598] [2671] [2672]		As discussed above in relation to transport, there are services and facilities within reasonable walking distance in the local area. In addition, there will be a requirement for the development to make a contribution towards the additional provision or enhancement of community facilities in the wider area as part of the Section 106 process. **Digital Infrastructure** Broadband coverage in the Vale is excellent with 99.3% of the area covered by Superfast broadband, and 91% coverage for Gigabit capability. In July 2025, Building Regulations approved document R Infrastructure for electronic communications was amended and there is now a requirement for all new dwellings to be equipped with gigabit-ready physical infrastructure, which will ensure that all future developments have the necessary digital infrastructure in place.	

Biodiversity and Habitat Destruction

Representor ID	Issue raised	Council response	Action
[2531] [2533] [2546] [697] [2561] [2564] [2577] [1006] [2625] [1656] [2628] [2627] [2630] [2631] [2642] [2528] [2647] [2652] [2654] [2657] [2634] [2663] [2666] [2667] [2668]	- What ecological surveys have been undertaken and what measures are proposed to safeguard wildlife? - The area supports a rich ecosystem, including protected species such as bats (e.g. Barbastelle bats), birds (e.g. Eurasian Jay, Bullfinch), and foxes. - The site borders ancient woodland and contains hedgerows and lowland deciduous woodland—features protected under Section 7 of the Environment (Wales) Act 2016. - Habitat fragmentation, increased disturbance from noise, light, and human activity, and lack of binding biodiversity net gain plans. - What measures will be put in place to deter offroad bikes accessing neighbouring woodlands? - The proposed buffer is too close to the Mill wood and will likely cause major disruption to and likely loss of wildlife e.g. rare bats and birds, foxes, especially in the construction phase and beyond. - The design doesn't show the brook, consider the impact on wildlife (close proximity to ancient woodland) or the potential ASB/noise of the play areas. - Hedgerows & trees once removed cannot - particularly hedgerows – be replaced. These hedgerows in particular are vital	An extended phase 1 habitat survey has been undertaken for the site. This has considered the biodiversity within and adjoining the site and has identified mitigation measures. The survey was made available as part of the consultation documentation. The study concludes "*The site comprises of six agricultural field parcels containing arable crops and improved grassland – the fields hold little to no ecological value and represent the most suited areas for any future development. A series of hedgerows, ditches, dense scrub and woodland border the fields, and these represent more valuable habitats, with native hedgerows and lowland deciduous woodland both listed as Priority Habitats. There are no habitats at the site that would qualify as a SINC (other than the boundary woodland which has already been designated).*" Records of protected species within 1km include bats, Hazel Dormice, Badgers, Otters, Slow Worms, Common Frogs, and various bird species. Evidence of Hazel Dormice was found within the site boundaries in 2013. The survey recommends the following: - Boundary hedgerows, stream, and dense scrub are of greater ecological importance and should be retained as	The Council will require appropriate mitigation measures as detailed with the extended phase 1 habitat survey to be implemented by the developer as part of any future development. The Deposit Plan will set out what additional information will be necessary to be submitted as part of any future planning application. In addition, the Council will require that through the design and layout of any development the

	'wildlife corridors' to Porthkerry Country Park - a wildlife haven!! - The wildest, most natural part of Porthkerry Park would be bordered by housing and un-natural parkland and spoilt for everyone - Completing this kind of work will create a concrete barrier around a county park and have a negative impact on the wildlife.	part of the local green infrastructure network. - Strengthen existing defunct/species-poor hedgerows with new native tree planting. - Conduct further surveys for bats and Hazel Dormice to inform specific mitigation measures. - Implement a precautionary approach to vegetation clearance to minimize risks to nesting birds and common reptiles/amphibians. - Implement controls to minimize pollution risk during construction and ensure drainage design maintains water quality. - Install bat and bird boxes on new buildings and retained trees. - Create Hedgehog corridors to ensure continued habitat connectivity. - Design SuDS features to benefit biodiversity and use native species in landscaping. These measures aim to balance development with ecological preservation and enhancement. The Council has also consulted with Natural Resources Wales on this site. In their response (detailed above) NRW highlight the need to ensure existing protected sites in the vicinity the site is protected from inappropriate uses such as unauthorised access for recreational uses at Walters Farm Site of Special Scientific Interest (SSSI) and Barry Woodlands SSSI. NRW has advised that the site layout should	site will incorporate measures to deliver an overall net benefit gain in biodiversity in line with national and local policies. The Council will also continue to engage with NRW at the planning application stage.

		incorporate sufficient open spaces within the development to reduce this risk and benefit the wider biodiversity interests and species present in the area. Additionally, any future development at the site would have to provide a detailed green infrastructure strategy for the site that will incorporate green infrastructure to deliver a biodiversity net benefit. More detail on this will be determined as part of any future planning application process. Nevertheless, at this stage principles for protection and net-benefit opportunities have been identified as part of the initial site master planning. The appropriate management of the open space and its relationship with adjoining woodlands is a detailed matter that would need to be considered at planning application stage. However, the concerns in respect of off-road bikes is noted, and the developer will be asked to consider how this can be appropriately managed.	

Brownfield Development

Representor ID	Issue raised	Council response	Action
[697] [2567] [2561] [2563]	- There are numerous existing brown and grey field sites nearby (with adequate infrastructure) and within the Vale of Glamorgan that could be utilised if needed.	The Adopted LDP has been successful in terms of bringing forward redevelopment of brownfield land, such as that at Barry Waterfront.	The Council will continue to encourage development of

[2562] [2578] [2580] [2563] [1324] [2594] [2595] [2596] [1006] [1018] [2549] [2600] [920] [2602] [2599] [2620] [1009] [2623] [2624] [2625] [2626] [2628] [2627] [2630] [2631] [2632] [2633] [2639] [2641] [2642] [2643] [1348] [2648] [2651] [2652]	- Planning Policy Wales states and insists that Brownfield Sites are to be used in preference to Greenfield Sites. - Future Wales: The National Plan 2040, through Policies 2 and 7, instructs planners to pursue compact growth, brownfield development, and sustainable infrastructure. This site delivers none of those outcomes. - Explore alternative locations or solutions that would have a less detrimental impact on the community.	The RLDP Preferred Strategy and Barry Housing Growth Consultation Paper indicates that there is not sufficient viable and deliverable brownfield land to accommodate all the proposed growth for the within the Vale of Glamorgan over the plan period and accepts that greenfield land will also therefore need to be released. Notwithstanding this, it should be noted that the other two sites within the consultation (Hayes Lane and Neptune Road) are both previously developed sites. In preparing the RLDP the Council has undertaken an Urban Capacity Study that has assessed potential of brown field land opportunities within Barry. Whilst identifying potential sources of brownfield sites the majority of these are limited in scale and would be considered as windfall developments over the plan period. For example, conversion of existing buildings, upper floors of existing retail uses, reuse of land currently used for employment. Given these existing uses, these sources are not immediately available or may not come forward for redevelopment. The Housing Growth in Barry consultation sets out the considerations that the Council has undertaken in the identification of sites including the assessment of alternative sites promoted through the RLDP process. This indicates that there are limited opportunities within Barry for additional housing land elsewhere due to environmental and physical constraints.	appropriate brownfield sites within Barry as part of the contribution of windfall developments in delivering the housing requirement of the RLDP.

[2653] [2654] [879] [2657] [2663] [2598] [2667]			

Loss of Green Wedge and agricultural land

Representor ID	Issue raised	Council response	Action
[697] [2567] [2561] [2563] [2562] [2578] [2580] [2563] [1324] [2594] [2595] [2596] [1006] [1018] [2549] [2600] [920] [2602] [2599] [2620] [1009] [2623]	**Loss of Green Wedge** - The site lies within a designated Green Wedge, intended to prevent urban sprawl between Barry and Rhoose, preserve the rural character and openness of the landscape. - The site's Green Wedge status should not be overlooked without robust justification. - The green wedge background paper put in place by the Vale of Glamorgan Council in 2011 emphasises the importance of this green wedge and how it should be afforded protection from future development. - This development breaches the Vale's own Local Development Plan, Policy MG18 (Green Wedge): a designation explicitly created to prevent the urban sprawl that this very scheme would accelerate. - Planning Policy Wales, Edition 12 (2024), paragraphs 3.64–3.72 reiterate that Green Wedges must include only land "necessary to keep open in the longer term."	**Loss of Green Wedge** Planning Policy Wales identifies green wedges as local designations that serve a similar purpose to Green Belts: to prevent coalescence, manage urban form, protect the countryside from encroachment, and safeguard the setting of urban areas. Unlike Green Belts, green wedges are not permanent and are expected to be reviewed as part of the development plan preparation process to reflect changing circumstances. In this context, such a review allows green wedge designations to be amended in response to evolving needs—such as the requirement for housing in Barry that aligns with its role as a key settlement in the RLDP settlement hierarchy, alongside a significant need for affordable housing. These factors necessitate a re-evaluation of previously accepted local land use planning priorities.	

[2624] [2625] [2626] [2628] [2627] [2630] [2631] [2632] [2633] [2639] [2641] [2642] [2643] [1348] [2648] [2651] [2652] [2653] [2654] [879] [2657] [2663] [2598] [2667]	Encroachment has not nullified the land's value but has made its protection even more vital. - Reduction in clear boundaries with Rhoose - Falls outside the development boundaries under the current Unitary Development Plan. - Development on this site would extend Rhoose / Barry beyond its natural boundary and constitute urban sprawl - Rhoose and Barry will merge. **Loss of Agricultural Land** - The land is classified as Grade 3 agricultural land, considered valuable for food production in South Wales. - Low grade agricultural land- but is regularly for cattle grazing and arable farming. - Further investigation is required of the agricultural land value through soil sampling as it is well known that the agricultural maps for the Vale of Glamorgan are poor and inaccurate.	The current housing crisis in the Vale of Glamorgan represents such a circumstance, justifying a reassessment of green wedge boundaries. While the assessment concluded that a continuation of the green wedge between the settlements of Barry and Rhoose is justified, in line with changing local planning priorities, the boundary of the green wedge will be amended to reflect the development site. However, the assessment also identifies a continued justification for maintaining a green wedge between the settlements of Barry and Rhoose. Additionally, a settlement boundary for Barry will ensure that future development is contained within its limits, thereby safeguarding the distinct identities of Barry and Rhoose. While the character of the countryside in this location will inevitably change development of the site offers the opportunity to improve the boundary between the urban edge of Barry and the agricultural land included within the green wedge. Enhanced landscaping will improve the existing settlement edge and strengthen the transition to the open countryside while also providing green infrastructure and biodiversity benefits. The masterplanning of the site will be guided by placemaking principles, taking into account its relationship with surrounding development. **Loss of Agricultural Land** The candidate site assessment indicates that the land is classified as Grade 4 agricultural	

		land. National planning policy requires local authorities to avoid development on Grades 1, 2, and 3a agricultural land, which are considered the best and most versatile (BMV) agricultural land. When assessing sites where predictive Agricultural Land Classification (ALC) maps indicate the presence of BMV land, the Council consults with the Welsh Government's Landscapes, Nature and Forestry Division within the Department for Climate Change and Rural Affairs. However, there is no requirement to consult or investigate land quality where ALC maps indicate that the land is Grade 3b or lower.	

Housing Provision

Representor ID	Issue raised	Council response	Action
[2532] [2535] [2553] [697] [2562] [2576] [2578] [1276] [2642] [2644] [697] [2562] [2609]	**Need for Housing** - Barry does not need any more houses. - This area is not required for housing and other sites should be considered. - There are lots of space in the Vale, Barry has its fair share already. - Large number of units unnecessary other than to meet Welsh Government targets.	All local authorities in Wales are required to plan for future population and household growth and to publish a Local Development Plan (LDP) for their area. Accordingly, following established principles and practise, the Vale of Glamorgan Council has undertaken an assessment of forecast population change and household formation for the period 2021–2036. The projections indicate that the Vale's population will increase by approximately 13,154 people (+9.7%), resulting in the formation of around 7,587 additional households. This equates to a need for approximately 7,890 new dwellings over the	N/A

		plan period. The housing proposals put forward by the Council will contribute to meeting this identified requirement. Barry is identified as a Key Settlement and is expected to accommodate a level of growth proportionate to its size and position within the settlement hierarchy. The consultation document outlines that a number of alternative sites have been considered, although many were deemed unsuitable for further consideration. New development is also planned for other settlements across the Vale, where this aligns with the overall Strategy.	
	<u>No justification for identifying the site</u> - This site was not selected through evidence-led strategic planning. It was included late when preferred options failed. That alone should disqualify it under the Vale's own RLDP Preferred Strategy. - The Council previously deemed this site unsuitable compared to North East Barry due to its smaller scale and limited placemaking potential. - A site on the East of Barry is preferred to ease congestion and provide access to main routes.	The site at North West Barry was originally submitted as a candidate site and, following assessment, was shortlisted as a potential housing allocation. The Council's assessment concluded that the Weycock Cross site would only be considered if the key sites identified in the Preferred Strategy for the Barry area do not proceed. It should be noted that the original site boundary has since been extended to provide greater placemaking opportunities and to support the delivery of necessary infrastructure. The amended site boundary has formed part of this consultation to ensure that interested parties were not prejudiced and had the same opportunity to comment on the site as they had with the sites included within the Preferred Strategy.	N/A

		As explained in the consultation document, the only potential site to the east of Barry has not been carried forward due to deliverability issues.	
	<u>Housing mix</u> - The proposed houses will not be social housing or houses for first time buyers - houses will be large (4/5 bedroom) to maximise Council Tax. - Only a small amount of homes will be 'affordable'. - Provision of affordable housing needed to be exactly that - for rent and buy. - Barry is seen as the dumping ground for affordable housing. - The site should provide 100% social housing/ housing association houses and no executive 4-bedroom houses. Building larger homes will just encourage more people to move out of the unaffordable Cardiff housing market. - Housing types need to include 'smaller/lower' end of market - developers tend to go for more valuable, larger town houses, which aren't always the right mix.	The Council's latest Local Housing Market Assessment (2023) highlights a need for 1,075 affordable housing units per annum across the Vale of Glamorgan over the next five years. Almost half of this need, 502 units per annum, is within Barry. Additionally, the most recent housing register data (as of June 2025) indicates that 3,963 households are registered with a preference to live in Barry, with around 7,000 households in total on the housing register across the Vale. The site at Weycock Cross will be required to deliver 30% affordable housing, comprising a mix of social rented housing (with rents capped at Welsh Government benchmark levels) and intermediate housing (where prices or rents are above social rent levels but below market rates). This may include low-cost home ownership, where properties are sold at 70% of open market value. Both tenures meet the Welsh Government's definition of 'affordable housing' as set out in national planning policy. The Council's Housing Department has specified that the majority of affordable units should be one- and two-bedroom properties, with a smaller number of three-bedroom homes, reflecting the type of housing most needed in Barry.	N/A

		The proposed housing developments in Barry will make a positive contribution toward meeting the identified affordable housing need. In addition, the RLDP will seek to ensure that new developments provide a range and choice of housing types, enabling residents, such as young families and older people, to remain within their local communities. While acknowledging the significant need for affordable housing in Barry, it would not be appropriate for the entire site to be allocated for affordable housing, as this would not support the creation of mixed-tenure communities, which is a key principle of placemaking for the site. To deliver affordable housing through Section 106 agreements, developers must also be able to sell market units. Therefore, it will be necessary for the development to include a mix of housing types, including larger family homes.	
	Reinstating Empty Properties There are hundreds of properties for sale, to rent, vacant etc. in the Barry area currently on the market (Many properties have been on the market for a considerable time)	There are over 500 long term empty homes across the Vale of Glamorgan. The Council is proactively working to bring Empty Homes back into beneficial use. However, the situation around many long-term empty properties is often complex, with many homes in poor condition, making them unsuitable for immediate use without significant investment. In addition, many are privately owned and would not necessarily be made available to those on the housing waiting list. Empty homes alone	

		cannot meet the scale of current housing need.	

Historic Environment

Representor ID	Issue raised	Council response	Action
Heneb [687] [2667]	**Proximity to Historic Sites** - The proposed development lies near several heritage assets, including Porthkerry Country Park, which contains historic woodland and structures. - Listed buildings and farmsteads in the surrounding rural landscape. Concerns were raised that the development would diminish the setting of these assets, reducing their historical and visual significance. **Impact on Landscape Character** - The area forms part of a historic rural landscape, with ancient field boundaries, hedgerows and traditional agricultural patterns - Development would erode the historic character of the area, replacing it with suburban housing. - The development does not value and respect the positive, distinctive qualities and identity of this existing place or recognise and respond to the unique features and opportunities of this location, including its heritage, culture, and natural environment or minimize environmental impact or protect	**Proximity to Historic Sites** A Heritage Setting Assessment has been prepared as part of the supporting documentation for the consultation. This concluded that "*heritage matters do not represent an 'in principle' or overriding constraint to the delivery of the Site for residential development.*" However it was recognised that the site forms part of the setting for four listed buildings at Cwm-Ciddy Farm. To mitigate any impact on the setting of the listed buildings the initial master planning has sought to maintain an appropriate buffer between built development and the listed buildings in the area so as the safeguard their integrity and setting. This will be considered in more detail at planning application stage when further design details will be known. **Impact on Landscape Character** The site promoter has undertaken tree and landscape assessments which identify opportunities for incorporating existing natural feature within the development alongside the incorporation of sensitive landscaping.	The Council will require an Archaeological Desk-Based Assessment at planning application stage to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.

	biodiversity and ecological networks. **Loss of Archaeological Potential** - The site may contain undiscovered archaeological remains, given its proximity to known historic sites. No thorough archaeological assessment has been published.	**Loss of Archaeological Potential** The Council will require an Archaeological Desk-Based Assessment to identify any potential effects on the settings of designated heritage assets in the surrounding area of the site.	

Site Density and Layout

Representor ID	Issue raised	Council response	Action
[879] [2649] [2631] [2578] [2577]	- The design and layout look very good, giving some spacious outdoor spaces. - There appears to be a housing saturation in certain areas which is out of kilter with the surrounding area. - This layout is not a true reflection of how many houses are going to be shoehorned into the greenfield space - it will have a negative impact on local residents and knock on effects across the town. - Medium/high density housing should be along western edge, not eastern - the developer is only thinking about sales and ignoring existing residents who would suffer from noise and air pollution. - This illustration is vastly increased from the original plan which was rejected several years ago. - The indicative plan is sparse and does not clearly show how affected surrounding houses will be. It is also not in keeping with	The indicative site layout proposes a mix of housing and green infrastructure, with a 2.3 Ha area of open space to the south of the site and a wetland park as a centre feature. The Vision document, which was published as part of the consultation, indicates that there will be lower density development on the more sensitive boundary and medium density within the body of the site. The layout that has been provided is illustrative at this stage to show the broad parameters of the development. The detailed design will form part of any future planning application. It is acknowledged that the site is larger than the previous site that was subject to a planning application in 2014, which proposed a development of up to 200 dwellings. However, the increased site size is considered commensurate	The Council will advise the developer of the concerns raised on the layout.

	all of the houses in the vicinity. - This plan seems to be rather pointless as it is only indicative of what could be potentially built. - Unsuitable, considering the number of proposed houses. - There is little if any thought to the wellbeing and privacy of existing residents nearby. There will be trees on the entrance to soften the interface with Port Road West but how about putting trees to soften the interface with the houses on Pontypridd Road & Nant Talwg Way. - Development is far too close to existing properties. The loss of privacy would seriously impact mental health.	with the role of Barry in the settlement hierarchy and the site boundary and is necessary to deliver much needed affordable housing. Any issues of privacy, such as overlooking from the site, will be addressed at planning application stage and privacy standards will be maintained in line with the Council's published standards. Additional consideration of the privacy of existing residents through measures such as sensitive landscaping, the proximity of gardens and boundary treatments will be considered as part of the ongoing masterplanning of the site. The Council's Shared Regulatory Services (SRS) team have advised that air quality impact assessments will be required where vehicle generation is greater than an annual average of 500 movements a day. The air quality assessment should also include construction impact assessment for construction traffic and dust generation. SRS have not raised concerns about noise pollution.	

Other Issues

Representor ID	Issue raised	Council response	Action
[2565] [2561] [2563] [2578] [2596] [1006] [2600]	**House Values/loss of views** - The residents of Nant Talwg who have enjoyed countryside views for many years and paying hefty council tax bills for the privilege must be extremely upset at the thought of this development. - Property values will go down but not	It is a long-standing principle in UK land use planning that impacts to home values and loss of views are not considered to be a material planning consideration for restricting new development.	N/A

[2599] [2619 [2620] [2626] [2628] [2643] [2654] [2659]	council tax bills. - Blocking beautiful views of the countryside.		
[2634] [2607] [2668] [2671]	**<u>Anti-Social Behaviour and Crime</u>** The development will have lanes leading to the rear of the houses. These lanes as all other lanes would, in time, become a place of anti-social behaviour. How will the developers intend to go about alleviating this?	The site layout is presently indicative and further detail work shall be undertaken to refine the site layout. Additionally, on large developments the Council formally consult the South Wales Designing Out Crime Officer who provides advise in respect incorporating measure to ensure developments are safe and reduce opportunities for anti-social behaviour.	The Council will consider the concerns raised through further site design and in consultation with the local Designing Out Crime Officer at the formal planning application stage.
	<u>Previous refusal of planning permissions</u> - The site was refused planning permission in 1990 and attempts to build on Green Farm were halted for reasons unknown. What has changed? - Previous planning permission for a development site in Barry was refused in 2015 by the Vale Council and this decision was upheld by the Welsh Assembly. The primary reasons for refusal, which are still considered valid, focused on the impact on the green wedge and surrounding countryside, potential strain on infrastructure like schools and highways, and the sustainability of the location in terms of transport links.	Whilst the Council previously defended its decision to exclude Land at Weycock Cross from the current adopted LDP, the Council is now of the opinion that the proposed development would contribute to the delivery of the RLDP strategy and consistent with the role and function of Barry as the Key Settlement within the Strategy. At the time of the Inquiry on the previous planning application the appointed Planning Inspector considered the matters raised and concluded that at the time the planning application was contrary to the then adopted UDP and the emerging LDP.	N/A

		"*A decision on the appeal is required to be made in accordance with the development plan unless other material considerations indicate otherwise. The UDP is the development plan and whilst the relevant policies to this appeal are of some age I find they remain in accordance with national policy in respect of defining settlement boundaries and green wedges to manage the location of new housing development. As such they are neither outdated or superseded.* *The Council is progressing its LDP which will review settlement boundaries, green wedge designations and housing allocations in light of the overall strategy for housing in the Vale of Glamorgan and with regard to all representations received. The LDP review is the proper process for considering changes to the boundaries of settlements and green wedges, not through the consideration of individual applications.* *The proposal fails to accord with the principles of the adopted development plan and national policy as it proposes development outside any defined settlement boundaries, within the countryside on greenfield land and within a green wedge."* In this respect, the Council is progressing a new RLDP and has undertaken a review of the current adopted LDP strategy and future housing needs, as well as a review of existing plan designations which include the existing green wedge and settlement boundary	

		designations. Based on the review of the adopted LDP and agreed Strategy for the RLDP it is considered that the Land at North West Barry would assist in the delivery of the RLDP Strategy and identified housing requirement, whilst also providing a valuable source of affordable housing within the Vale of Glamorgan. Additionally, the amendment to the green wedge to facilitate this development would not cause a detrimental impact to the green wedge designation. With regards to the impact on infrastructure the Inspector stated: "*The Section 106 agreement provides for contributions to services such as education, community facilities and open space. I am satisfied that these would be beneficial in providing additional services and facilities in the locality to serve the development."* Furthermore, in respect of the sustainability of the location, the Inspector was "*satisfied that the appeal site lies within a sustainable location in so far as it is within close proximity to a range of transport options and services that would reduce the reliance on the private car*."	

Annex 2 - Land at Neptune Road, Barry Waterfront

Support

Representor ID	Reason for support	Council response	Action
[2535] [2563] [2596] [1006] [2612] [2614] [1009] [2645] [1737] Vale Veloways [2317] [2607] [2651] [2667] [2609]	- Good proposal in an already populated area and well-located to travel links with two train stations located within walking distance. - Quiet area, already developed and no loss of green space. - Good public transport. - No possibility of flooding. - Only 40 dwellings and no traffic congestion. - No impact on the environment and is a continuation of the existing developments. - Expanding area and every effort should be made to continue the expansion. - There is substantial space and scope for extra capacity. - High density housing where there is no adjoining housing seems appropriate. - If it is 100% affordable then it will provide the type of housing that the area needs. - Great opportunity to provide social housing in an area with good access to public transport, shops, GP, school etc. - Fits with the Active Travel Guidance to encourage a modal shift away from driving. - Sensible location for housing.	Support is welcomed.	N/A

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at Neptune Road, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime Officers (DOCOs) should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.	Comments are noted.	As a statutory consultee the Council will engage with the South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future development incorporates measure to design out crime and anti-social behaviour.
The Coal Authority [2582]	Not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A
Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. There is a 150mm watermain crossing the southwest corner of the site, and 2 x 160mm watermains crossing the north part of site and easements will be required.	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within

	Public sewerage: The sewerage network is expected to be able to accommodate this site. A 300mm surface water sewer crosses the east part of the site and easements will be required. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments (HMAs) may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be requisitioned under the provisions of the Water Industry Act 1991. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.		the Deposit Plan.
Natural Resources Wales [692]	We are aware of European Protected Species (EPS) records on/near the proposed development site. Therefore, any application that comes forward	Comments are noted.	The Deposit RLDP will set out the requirement for relevant EPS surveys at

	for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate. Where species are present, development should aim to retain and enhance supporting habitats and appropriate mitigation/compensation. The survey requirements should be determined in liaison with the Local Authority Ecologist. If EPS are present, we advise that any assessments consider current conservation status and favourable conservation status in accordance with published guidance. Further site investigations would therefore be required to determine whether any contamination is present at the site and the risk to controlled waters.		planning application stage.
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
Heneb [687]	The site is located on what was the sea separating Barry Island from the mainland, the area has been reclaimed and built up since the latter part of the 19th century. Historic mapping shows rail and dock infrastructure, subsequently demolished. The site has undergone remediation, and we would be unlikely to request archaeological mitigation.	Comments are noted.	N/A

Highways and Transport

Representor ID	Issue raised	Council response	Action
[2557] [2558]	- Recognise the need but the traffic is already at a bottle neck. How will this be	An indicative layout was published as part of the consultation, illustrating that access to the	The Deposit Plan will detail the

[2579] [2645] Vale Veloways [2317] [2586]	ameliorated? - The junction off Neptune Road is already always backed up with traffic. - This road is a busy area with traffic queues during the summer, and this development will add to that. - Traffic will further be exacerbated by the building of the college across the road. - It would be better to use this land to widen the road/create a slip road to help alleviate some of the traffic pressures. - Local roads may need improvement. Traffic in the area is extensive at peak times. - Desirable to have better active travel links from the site to local shops, schools and train stations to encourage and enable residents to use modes of transport other than a private car.	proposed site will be provided via the existing entrance constructed off Neptune Road. The Highways Department has acknowledged that vehicles turning right into the site may cause congestion, potentially leading to traffic backing up along Ffordd Y Mileniwm. As such, it recommends that an investigation be undertaken into the feasibility of providing a dedicated right-turn facility into the development. The Highways Department has further advised that any future planning application should be accompanied by a Transport Statement and a Travel Plan. These documents should outline the transportation and highway implications of the proposals and assess the impact of the development on the surrounding highway network. The impact of the new Cardiff and Vale College campus on the local highway network was previously considered during the planning application process. It was concluded that local junctions would operate within capacity. In the determination of that application, the availability of realistic and readily usable alternatives to private car travel was also recognised. In terms of proximity to services, the site is located in a highly sustainable urban area within Barry Waterfront. A range of local facilities are within walking and cycling distance, including the Innovation Centre and Goodsheds to the north, the Waterfront Retail Park and town centre to the northwest, and the Asda supermarket immediately	planning application requirements for the site, which will include the need for a Transport Statement and Travel Plan.

		to the south. A new primary school is also located to the west. Additionally, Barry benefits from regular public transport services, and the site is particularly well positioned in relation to three of Barry's four train stations: Barry, Barry Island, and Barry Docks. There are existing active travel links connecting the wider Barry Waterfront development to Barry town and beyond. Walking, cycling, and public transport will be prioritised within this scheme, with safe and convenient bike storage provided, along with pedestrian access to both road frontages and nearby retail centres and amenity areas. There will also be a requirement for the site frontage along Neptune Road to incorporate a cycleway/footway facility, connecting to the existing infrastructure along Ffordd Y Mileniwm.	

Alternative uses for the site and wider area

Representor ID	Issue raised	Council response	Action
[2542] [2586] [1465] [2583] [2534]	- The site was designated for hotel, tourism or office uses and changing it to residential is an example of avoiding delivery of infrastructure and services originally promoted and goes against the strategic vision. - Two years of marketing is not sufficient. - A hotel in the area would better serve the tourism market. - A new and improved sixth form College in Barry should be developed instead. - Let's have an updated leisure centre. - Develop the docks into a marina or a leisure	At Preferred Strategy stage, it was concluded that, as the site is currently allocated for a hotel and B1 offices in the Vale of Glamorgan's adopted Local Development Plan 2011-2026, "*the suitability of the site will depend on an assessment of whether these allocated uses are still required in this location*." While there is a recognised need for hotel accommodation in Barry as part of the town's wider tourism offer, the Premier Inn hotel located opposite the site has recently been granted planning permission for an extension. This will	N/A

	centre instead of more houses. - More outlets for young people.	provide an additional 21 bedrooms, bringing the total to 101, and increasing the overall hotel capacity in the area. As a result, the Council had to consider whether this site remains the most appropriate location for the continued allocation of a hotel, particularly given that it has not been brought forward for development to date. A marketing report was submitted, indicating that the site has been actively marketed through various channels over a two-year period. Although there was limited interest from one company in developing a hotel, this was not pursued due to viability concerns. The report notes that the cost of delivering hotel accommodation has increased significantly in recent years. With regard to office accommodation, a market report was also submitted, concluding that the office market remains challenging and that it is unlikely a privately funded office development would come forward on this site. Ultimately, it is essential that allocations within the RLDP are deliverable. Given the lack of interest and viability concerns associated with the site for either hotel or office use, consideration was given to whether alternative uses would be more appropriate. In light of the identified need for affordable housing in the area, and the opportunity this site presents to deliver 40 affordable homes on a brownfield site in a sustainable location, it is considered, on balance, that the site should be reallocated for housing instead.	

		The Council recently granted planning permission for a new Cardiff and Vale college campus at Barry Waterfront, which offers further education qualifications. With an anticipated opening date towards the end of 2026, the campus will cater for up to 1,000 full time and part time students and nearly 80 staff. There would not be a need for a further 6th form college on this site. There are no plans to develop a new leisure centre in this area, as it is within reasonable distance of Barry Leisure Centre, which has recently been subject to investment to provide a new gym facility. The Council confirmed that plans to deliver a new marina at the Mole on Barry Waterfront have been withdrawn due to rising operational costs and evidence that the scheme was no longer financially viable. However, other proposals on the Mole, including a new purpose-built water sports centre, are still intended to proceed. This will increase the offer for young people. There will be a requirement for the development to make a contribution towards the enhancement of community facilities in the area as part of the Section 106 contribution.	

Infrastructure Capacity

Representor ID	Issue raised	Council response	Action
[2579] [2542] [2586] [2558]	Impact of development on doctors, dentists, schools and local services. Adding even more houses without any balance in tenure or proper infrastructure risks creating long-term issues for residents, both old and new. Original commitments from the Waterfront have not been met. Approving 40 new apartments without any meaningful progress on the promised infrastructure will add pressure to an already overstretched area. Allowing more housing without first delivering on existing obligations is unacceptable. Concerns that the Council will not manage this development correctly as current residents have felt unsupported through consortium and management issues for years. The Council needs to invest in existing residents before expanding it to others.	The Council will seek appropriate contributions from site developers through Section 106 agreements towards enhancing community infrastructure where appropriate. This will include contributions towards education facilities, sustainable transport, community facilities and open space where required. Cardiff and Vale University Health Board (CAVUHB) are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications (50 units or more). In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision. The Education department have been consulted on capacity of schools in the area. It is the Council's policy to exclude 1 bed properties from the calculation of education needs as 1 bed properties are unlikely to be occupied by children. Based on a calculation of pupils that are likely to be generated for the remaining units, 6 primary school pupils and 5 secondary school pupils are	Continued engagement with CAVUHB on the location of future developments in the Vale. The Deposit Plan will set out any site-specific contributions required.

		forecast to be generated. The Education department have concluded that there is sufficient capacity at catchment schools primary level to accommodate these pupils, but at secondary school level there will likely be need for a financial contribution towards English medium Education, secured through Section 106. It is acknowledged that there have been delays in the delivery of certain infrastructure as part of the Waterfront development and the Council is working closely with the consortium to ensure that the remaining infrastructure elements are delivered as soon as possible. Management issues are outside the remit of the development plan process.	

Need for further housing

Representor ID	Issue raised	Council response	Action
[2572] [2578] [2586] [795] [1465] [2583]	- No more housing needed with all the empty properties and shops in Barry. - This area is getting overdeveloped and overcrowded. - The area is already oversaturated with social housing. - Should be looking outside the Barry area for future developments. - While affordable homes are important, this development is not suitable for the location. - Existing allocated sites should be used in favour of new allocations. - Using this site should not be a consideration,	There are over 500 long term empty homes across the Vale of Glamorgan. The Council is proactively working to bring Empty Homes back into beneficial use. However, the situation around many long-term empty properties is often complex, with many homes in poor condition, making them unsuitable for immediate use without significant investment. In addition, many are privately owned and would not necessarily be made available to those on the housing waiting list. Empty homes alone cannot meet the scale of current housing need. The Council's latest Local Housing Market	N/A

	particularly with the new college and no infrastructure improvements.	Assessment (2023) highlights that there is a need for 1,075 affordable units in the Vale per annum over the next 5 years. Almost half of the need (502 units per annum) is within Barry. In addition, the latest housing waiting list information, as of June 2025 indicates that there were some 3,963 persons registered on the Council's Housing waiting list, and some 7,000 in total across the Vale as a whole. The site is located within the Barry Settlement Boundary, which is in the Strategic Growth Area, so this is a location where sustainable growth should be targeted. The site is being promoted by the site owner alongside a Housing Association, and it is anticipated that the site would be brought forward for a 100% affordable housing scheme comprising apartments, as the site is in a highly sustainable location that would lend itself to high density development. The site could accommodate approximately 40 units, which would make a valuable contribution to the significant affordable housing need in Barry. The land use for affordable housing is very efficient, delivering high density development in a prominent, brownfield site that is in a well-connected location. It has been suggested that existing allocations should be used in favour of new allocations. All existing LDP allocations have been reviewed and those that can be demonstrated to be deliverable will be included within the Deposit Plan.	

Design and Placemaking Principles

Representor ID	Issue raised	Council response	Action
[2558] [2578] [2579] [2586] [1465]	- The design of houses/flats are outdated and lifeless. - One car parking space per unit and four visitor spaces is not enough. This will create parking issues for existing residents in the surrounding area. - This area needs more parking availability to encourage the commercial units to evolve. - Concerns that the neighbourhood will simply become a 'place to live' rather than a functioning community. - No placemaking, just bad infill development. - This goes against good planning principles of creating mixed communities.	The new affordable homes will be built to Welsh Development Quality Requirements (DQR) standards. The design aims to foster the growth of a new community by providing desirable affordable accommodation that meet the needs of the local area, as well as respecting and integrating with the existing communities through the scale of the development and connections to existing communities. The plans presented as part of the consultation were high level indicative plans and will be subject to refinement prior to the submission of any future planning application. The development will need to adhere to good design and placemaking principles. The proposed parking arrangement provides 40.no parking spaces and 4 visitor bays with a total parking provision of 44 bays. The Council's Highways Department have been consulted and have concluded that the parking provision was appropriate as the site lies in a sustainable location with good access to sustainable travel modes. A percentage of parking will also be provided to allow for EV charging points and disabled bays. The development will provide a mixture of 1 and 2 bed properties and whilst it may be the case that apartments are all of a single tenure, the site will be located in an area that has a high proportion of private homes, contributing to a wider mixed community.	N/A

Crime and anti-social behaviour

Representor ID	Issue raised	Council response	Action
[2579]	There is anti-social behaviour on the Waterfront estate including threatening comments, with hardly any police presence.	In their representations to this consultation, South Wales Police have not identified any capacity issues or concerns that increased social housing will increase any crime or anti-social behaviour. All proposals will have regard to Secured by Design principles and be designed to deter criminal activity and anti-social behaviour by minimising opportunities to commit crime or to impact negatively on the quality of life of those using the development. The levels of policing and anti-social behaviour within local communities are not issues for the RLDP and should be directed to South Wales Police.	As a statutory consultee, the Council shall engage with South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future development incorporate measures to design out crime and anti-social behaviour.

Impact on property prices

Representor ID	Issue raised	Council response	Action
[2579]	Has the Council considered the financial impact on the homeowners in the area?	There is an identified housing need in Barry, and it is a long-standing principle in UK land use planning that impacts to home values is not considered to be a material planning consideration for restricting new development.	N/A

Annex 3 - Land at Hayes Lane, The Bendricks

Support

	Reason for support	Council response	Action
[2557] [2563] [795] [2596] [1006] [2603] [2645] [2651] [2607] [2667]	- Good use of Brownfield land - It's a quiet area with no traffic problems, no loss of green space and no possibility of flooding. - Only 70 dwellings and no traffic congestion generated. - This is an appropriate place for development and does not impact the environment - The use for housing is preferable to commercial use. - The site is on the correct side of Barry for Cardiff commuters and there are good road links. - This seems a good repurposing of the area.	Support is welcomed.	

Statutory Consultee Responses

Representor ID	Issue raised	Council response	Action
South Wales Police – Secured by Design Officer [694]	All new homes in the LDP, including those on proposed sites like Land at Hayes Lane, should be built to Secured by Design Gold standard, a requirement for Welsh Government grant-funded social housing. We also stress the importance of careful design for community facilities and open spaces, which if poorly designed, can increase crime and anti-social behaviour. Our Designing Out Crime Officers [DOCOs] should be consulted early to ensure natural surveillance, clear public/private boundaries, and appropriate security for areas like playgrounds. Footpaths	Comments are noted.	As a statutory consultee the Council will engage with the South Wales Police Secured by Design Officer at the planning application stage to ensure that the design and layout of a future

	should be safe, well-lit, and designed to deter crime, avoiding routes that provide access to the rear of dwellings. Lighting should enhance safety, with consideration for environmental factors and the use of LED lighting. Finally, we request early consultation for new transport infrastructure, walking, and cycling routes to ensure they meet SBD standards for community safety.		development incorporates measure to design out crime and anti-social behaviour.
The Coal Authority [2582]	Not located within a defined coalfield and therefore we have no specific comments.	Comments are noted.	N/A
Dwr Cymru Welsh Water [1741]	Water supply: Clean water HMA required. There is a 6" diameter watermain crossing the northeast corner of the site and easements will be required. Public sewerage: The sewerage network is expected to be able to accommodate this site. WwTW catchment: Cog Moors WwTW has capacity to accept foul flows from the proposed development. If capacity does not exist within the water or sewerage networks to accommodate proposed sites, Hydraulic Modelling Assessments [HMAs] may be required to determine an adequate point of connection to the network and developers would be expected to fund investigations during pre-planning stages. The findings of a HMA would identify the extent of any necessary upgrades to the network which can be	Comments are noted.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.

	requisitioned under the provisions of the Water Industry Act 1991. Potential developers also need to be aware that where sites are crossed by public sewers and water mains, protection measures in the form of easement widths or a diversion of the pipe would be required which may impact upon the housing density achievable on site.		
Natural Resources Wales [692]	Biodiversity and Protected Species Requirement: We are aware of European Protected Species [EPS] records on/near the proposed development site. Therefore, any application that comes forward for this site should be supported by up-to-date ecological survey information, to include relevant protected species surveys as appropriate. Where species are present, development should aim to retain and enhance supporting habitats and appropriate mitigation/compensation. The survey requirements should be determined in liaison with the Local Authority Ecologist. If EPS are present, we advise that any assessments consider current conservation status and favourable conservation status in accordance with published guidance. Where EPS are present, sufficient information should be submitted to ensure that the three tests for licensing can be met. Land Contamination Requirement: The site is considered to be of a higher environmental sensitivity with regards to controlled waters, as it lies directly over bedrock	Comments are noted.	The Deposit RLDP will set out the requirement for relevant EPS surveys at planning application stage.

	designated as a Principal Aquifer. The site appears to be brownfield in nature, therefore there may be potential for sources of contamination associated with historical use. Further site investigations will therefore be required to determine whether any contamination is present at the site and the risk to controlled waters.		
National Grid Electricity Transmission [582]	NGET have provided a map which shows that this site is not affected by their assets.	Comments are noted.	N/A
Heneb [687]	The Historic Environment Record notes prehistoric and medieval remains within 35m of the site. For previous proposals for development in this area, we have recommended mitigation by Condition, for mitigation to be agreed by a written scheme of historic environment mitigation, and our understanding of the archaeological resource has not changed. Therefore, mitigation could again be addressed by condition.	Comments are noted.	N/A

Highways and Transport

Representor ID	Issue raised	Council response	Action
[2571] [2588] [2595] [2601] [2604] [2605] [2571] [2613] [2629]	- There are problems with congestion particularly on lower Hayes Road and the docks near Atlantic Café. - The road infrastructure is extremely poor already in this area with just one access road in and out as Wimborne Road is not suitable for car use and the number of residents. - The Transport Assessment has put little	The Deposit RLDP will be informed by a Strategic Transport Assessment which will assess the cumulative impact of new development on the strategic highways network in the Vale and highlight where mitigation may be required. A Transport Statement was published as part of the consultation. The assessment concluded that the traffic generated from the development would	N/A

[2638] [1737] [2658] Vale Veloways [2317] Barratt Redrow Homes [1010]	thought into how people might use modes of transport other than the private car and how encouraging this can be built into the design. - The bus service is irregular and unreliable and it's difficult to get anywhere without a car. - Only one bus an hour and the service is unreliable and ends early evening - Access to Barry Docks and Cadoxton stations is not easy from this site and promotes car dependency - The train stations are suggested to be accessed via Sully Moors Road rather than a safe walking and cycling route being provided through the docks which would make these train stations within reach to residents. - The priorities of the Active Travel Guidance should be adhered to. Improved active and sustainable travel links need to be created. - There are no dropped kerbs for pushchairs or disabled access and safety concerns in areas with no pavements. - There is a need for more 20mph signs and traffic calming strips on Hayes Lane as traffic currently speeds through. - Trains are running 2 carriages in rush hour.	have a very limited impact on the local highway network due to low levels of trip generation. The development will also provide necessary pedestrian and cyclist infrastructure to encourage residents to engage in active travel by having the available facilities. There will also be a requirement for the developers to produce a travel plan as part of the planning application process. The travel plan will contain various measures to enhance the attractiveness of sustainable transport in the area on top of what is included within the development contributing to reducing private car use. There are two bus stops close to the site in the Bendricks area with the local population served by two routes, the 88 and 94, also identified by the preliminary transport assessment. The 88 provides an hourly service towards Barry or Penarth from approximately 7am and 4pm. Outside of the hours that the 88 bus does not operate, the 94 provides services in both directions and, in the evening, up until 11:30pm. These services combined provide a reasonable connection between the site and other towns and facilities including nearby stations. It is recognised that bus services have been subject to funding cuts in recent years and the future funding position remains uncertain. However, the Council will continue to liaise with bus operators in respect of the delivery of their services. New development in an area will increase the population base of potential bus	

		users, which can help their sustainability. Wimborne Road runs through Barry Docks and is a private road owned by Associated British Ports and is therefore not adopted highway and managed by the Council. Consequently, there is no scope for active travel routes on Wimborne Road and it currently has no pedestrian access. The site has existing footpaths in place to Sully and Barry and is located on a proposed future walking and cycling active travel route that runs down Hayes Lane, the Atlantic Trading Estate and across the barrage to link with Barry Island. This looks to improve active and sustainable travel on top of the existing bus routes into Barry. The roads around the proposed Bendricks site have existing dropped kerbs across roads and at junction points and suitable pathways as identified in the Transport Statement. The proposed development will be required to adhere to the Council's policies on design standards to ensure that all developments are accessible and inclusive and achieve the aims and objectives of the RLDP. Furthermore, proposals are required to provide safe pedestrian access and integrate active travel measures for walking and cycling. Safe access and egress from the site will have to be assured. The comments on traffic calming and signage are noted. The operational management of rail services is not a matter for the RLDP and issues regarding such issues should be carriage numbers should	

		be taken up with Transport for Wales.	

Flooding and Drainage

Representor ID	Issue raised	Council response	Action
[2601] [2604] [2605] [2571] [2613] [2638] [2629]	- Is the sewage system adequate? - Flooding on Hayes Road and Sully Moors Road means the only access point is through the Docks, which is a private road. - Will there be increased flooding from increased surface runoff?	DCWW have advised that the sewerage network is expected to be able to accommodate this site. The Council recognises that Hayes Road is vulnerable to instances of flooding that would potentially block the access point to residences in the Bendricks area and comments have been noted. The Council will require the developer of the site to undertake a Flood Consequences Assessment (FCA) and Drainage Assessment to identify potential flood risks associated with the site. The Council's Drainage Team and Natural Resources Wales will have to be satisfied that the drainage and flooding measures proposed on site are sufficient to deal with the associated risk prior to any development taking place. The FCA must consider the potential impacts of offsite flooding on access/egress. Compliance with the Welsh Statutory standards for sustainable drainage systems administered through the SuDS Approval Body process will also ensure no detriment in flood risk or increase in surface water run-off.	A Flood Consequences Assessment will be required at planning application stage. This will need to consider the potential impacts of offsite flooding.

Green Infrastructure and Biodiversity

Representor ID	Issue raised	Council response	Action
[2633] [2578] [2588] [2640] [2601] [2604] [2605] [2571] [2613] [2615] [2591] [2629] [2638] [2637]	- There is a short, medium and long term ecological impact on neighbouring woodland and wildlife. - No open areas or parks for leisure. - Don't turn Barry into a concrete jungle. - There will be removal of a considerable amount of trees. - The plan is to remove established woodland which is unacceptable. - Ancient woodland and ecotone habitat will be encroached upon and damaged. - Buildings would unlawfully encroach into the 15m buffer zone of the ancient woodland which has not been considered and further structures cut into the roots of TPO and other trees failing to observe a suitable ecozone between differing habitats.	A preliminary ecological appraisal has been received for the site which shows the site is open grassland. The appraisal concluded that there would be no significant adverse impacts on wildlife provided that adequate mitigation measures are implemented. The report provides recommendations for measures for mitigation and ecological enhancements. Further work will be undertaken to ensure there is no significant ecological harm and local habitats and species that are identified are protected. There is a requirement for biodiversity net benefit as part of the development and national planning policy, so in the case of any unavoidable losses, suitable mitigation over and above what is lost would be required. A balance needs to be struck between delivering much needed affordable housing and the delivery of appropriate levels of open space. The layout for the development identifies areas of shared amenity space. Where the required levels of open space provision cannot be secured on site, a commuted sum towards off-site provision will be secured. The majority of the site is open grassland. Only a small section of the total site area in the southeast corner is woodland. It is intended that the trees in this section are maintained with the removal of only low value and dead trees.	Biodiversity benefits to be detailed in the site masterplan and detail of any necessary mitigation and ecological enhancements to be provided at application stage.

		NRW advise that planning permission be refused for any developments resulting in the loss or deterioration of ancient woodland. Additionally, proposals should have a buffer zone of at least 15m from the boundary of the ancient woodland to avoid root damage. It is recognised that ancient woodland is located outside of but adjacent to the site boundary. The indicative plan for the development situates houses on the site at least 15m away from the ancient woodland that borders the site boundary. A tree constraints plan has also been produced plotting the location, desirability and root protection areas of surrounding trees.	

Pollution and Contamination

Representor ID	Issue raised	Council response	Action
[2571] [2601] [2605] [2613] [2591]	- The industrial estate is extremely noisy and there is sound contamination especially at night. - There is air pollution from the huge amount of passing vehicles and vehicles heading to the tip. - Have the Council investigated the land to ensure it is not a risk to the public? Land around Hayes Road has been contaminated and has military equipment. - Is the development of homes suitable being so close to the tip?	The Council's Shared Regulatory Services (SRS) team have advised that the site is recorded on historical maps as a former sports ground adjacent to Spider Camp and woodland. In addition, former landfill is recorded with 250m of the enquiry site. Historical activities at and adjacent the site may pose a risk from contamination and ground gas. It is likely that any associated contamination and/or ground gas issues could be addressed by remediation to make the site suitable for use. The SRS team have advised that a contamination	The Council will ensure that land contamination issues are fully assessed prior to the determination of any planning application.

		and ground gas assessment, a remediation strategy and a ground gas protection strategy be submitted prior to the commencement of development. As part of the planning application process there may be a need for a noise assessment to be caried out to assess the noise impact of existing uses on the proposed residential properties. Housing has recently been developed on adjacent land, in accordance with the recommendations set out in a noise report. SRS have not stated any objection to the location of the site in relation to the recycling centre. The SRS team have advised that air quality impact assessments will be required where vehicle generation is greater than an annual average of 500 movements a day. The Transport Statement indicates that movements from this site will be below this figure.	

Infrastructure

Representor ID	Issue raised	Council response	Action
[2550] [2570] [2595] [2601] [2604] [2605] [2571]	**Amenities** There are no amenities whatsoever in the area to support further housing. - There is no access to local shops without transportation or at least a 30-minute walk - The infrastructure in place is underfunded and does not have the capacity to support	**Amenities** Whilst facilities are limited in the immediate area, the site is just over a mile from Sully, which has a range of services including a primary school, community centre, GP surgery and retail provision. The Bendricks is currently served by the 88 and 94 bus routes, providing links to	The Deposit Plan will set out any site-specific contributions required. Continued

[2613] [2638] [2640] [2646] Barratt Redrow Homes [1010]	the development. - No community run programmes. **Education** - Schools are oversubscribed. **Healthcare** - Need more GPs and dentists instead of houses. - GPs are oversubscribed. - GP surgeries have already had to cope with demand from recent development in Sully	Penarth and Barry, and also an early morning and evening service to Cardiff. This enables residents to take public transport instead of walking or driving. The Council will seek appropriate contributions from site developers through Section 106 agreements towards enhancing community infrastructure where appropriate. This will include contributions towards education facilities, sustainable transport, community facilities and open space where required. **Education** Schools are oversubscribed. The Education department have been consulted on capacity of schools in the area. It is the Council's policy to exclude 1 bed properties from the calculation of education needs as 1 bed properties are unlikely to be occupied by children. Based on a calculation of pupils that are likely to be generated for the remaining units, 14 primary school pupils and 12 secondary school pupils are forecast to be generated. The Education department have concluded that there is insufficient capacity at English Medium catchment schools at both primary level and secondary level, and also no projected capacity in the catchment for the Church in Wales primary school to accommodate these pupils. A financial contribution towards additional school places will therefore be required, secured through Section 106. **Healthcare** Cardiff and Vale University Health Board	engagement with CAVUHB on the location of future developments in the Vale.

		[CAVUHB] are responsible for the provision of appropriate health services to support the population of the Vale. The Health Board is a consultee on major planning applications [50 units or more]. In addition, Council officers meet regularly with Health Board officials to advise them of the location of planned new housing development and the timescales of delivery so that this can be factored into CAVUHB own capacity assessments and forward work programme. If the Health Board identify that additional facilities are required, the planning policy framework set out within the Deposit Plan would be supportive of such provision.	

Type of Housing Provision

Representor ID	Issue raised	Council response	Action
[2554] [2614]	- There is no mention of the type of dwellings proposed. - Large proportion of social housing will bring increased noise, litter, traffic and anti-social behaviour to what was originally a quiet, peaceful area.	As part of the consultation documentation, a concept layout was provided which showed that the development would be a mix of common access flats, walk up flats and 2, 3 and 4 bedroom properties. This mix is indicative and the exact mix may be subject to change but it does indicate that a mix of dwellings is proposed. The development is proposed for 100% affordable housing. The Council's latest Local Housing Market Assessment (2023) highlights a need for 1,075 affordable housing units per annum across the Vale of Glamorgan over the next five years.	N/A

		Almost half of this need, 502 units per annum, is within Barry. Additionally, the most recent housing register data (as of June 2025) indicates that 3,963 households are registered with a preference to live in Barry, with around 7,000 households in total on the housing register across the Vale. South Wales Police are a consultee in the planning process. Comments have been received from the Secured by Design Officer, who has states that the site should be built to Secured by Design Gold standard, which is a requirement for Welsh Government grant-funded social housing. Positive masterplanning and placemaking on site will seek to minimise such issues.	

Location of Development

Representor ID	Issue raised	Council response	Action
[2588] [2638] Barratt Redrow Homes [1010]	- Largely industrial surroundings means this site is not suitable for residential purposes. - It is over 2km away from Barry and Sully exceeding TFW's acceptable distances for residential development and undermining the transport orientated growth strategy. - Impact on Ty Hafan and Beechwood College.	The site is located approximately 1.3km from Sully and is linked to both Sully and Barry by 88 and 94 bus routes that run a service each way approximately every 1 hour 20 minutes and additionally provide access to Cadoxton and Barry Docks train stations as further sustainable transport options.	N/A

Conformity with Policy and Legislation

Representor ID	Issue raised	Council response	Action
[2588] [2597] [2608] [2604] [2605] [2571] [2591] [2640]	The Council objected to the private holiday development that was proposed further along Hayes Road only to submit plans for this development. By the Council's standards this site is clearly not suitable for development. The Council has not followed the legislation as residents have not received individual notices and there are no site notices on lamp posts in the surrounding area. More consideration needs to be given to the Welsh Government's ethos outlined in the Well-being of Future Generations [Wales] Act which does not seem to be fully implemented.	Each proposed development must be considered on its merits. The site at Hayes Lane is directly adjacent to existing residential development and is a natural extension to the settlement of The Bendricks. As this is a non-statutory consultation on potential sites for the RLDP, rather than a planning application, there is no legislative requirement to directly consult neighbours. The consultation has, however, been carried out in accordance with the requirements of the RLDP Delivery Agreement, which sets out who should be involved in the process and methods for communication. The core ethos of the Welsh Governments set out in the Well-being of Future Generations [Wales] Act 2015 in summary is to create a sustainable, fairer, healthier and more resilient Wales. The delivery of good quality new affordable housing for those in need will help achieve this.	N/A

Alternative uses for the site

Representor ID	Issue raised	Council response	Action
[2597] [2604] [2605] [2571] [2591]	- The site would be better utilised as employment land, providing essential services and encouraging businesses that contribute positively to the wider community and economy.	The site at Hayes Lane was allocated as an employment site in the adopted LDP 2011 - 2026 and before that as employment land in the Unitary Development plan 1996 – 2011. There have been no planning applications for industrial use since	N/A

[2640]	- Allocating for housing over employment would hinder the ability to attract economic investment and displace businesses. - The Council's Employment Land Review confirms demand for uses that this land is designated for in Barry making it logical for employment growth.	the 1990s and no recent interest in bringing the site forward for B1, B2 or B8 use. The site was considered as part of an Employment Land Review, the study recognised that the land adjacent has had planning permission and is being developed for housing, which will impact on the nature of the employment uses that would be acceptable on the site i.e. there would be concern about B2 uses. This site is also not the only available employment land in the area with vacant land and development opportunities across the Atlantic Trading Estate and Barry Docks that can be taken up and developed for employment uses. These other designations would have less of an impact on existing residential development as a result of being further away from housing. Therefore, it is also not considered that reallocating this land would hinder the Vale's ability to attract economic investment.	

Privacy and amenity

Representor ID	Issue raised	Council response	Action
[2588] [2601] [2604] [2605] [2571] [2613] [2591] [2640] [2646]	The neighbouring woodland is part of the Hayes Point estate, with only small wire fence separating the two. How would the privacy and security of each site be maintained? There needs to be a suitable fenced area to create a secure boundary at the border to Hayes Point. Fly tipping is a problem on Hayes Road and	The Council's housing team are promoting the site. They have advised that a 2-metre-high perimeter timber close boarded fence would be erected along the length of the woodland boundary. This will be mandated by the DOCO, as the development will be required to achieve the Secured by Design Gold standard.	Details of the boundary treatment will be provided at planning application stage.

	Dock Road and surrounding streets. How will the Council tackle this and ensure residents are safe from dangerous waste?	The Council's waste department is a consultee in the planning process and developments are required to ensure that suitable bin storage is included within new development. Any instances of fly tipping on Council maintained land can be reported directly to the Council. On private land this would be the responsibility of the landowner.	

Annex 4 – Other Representations

General Comment on Infrastructure Requirements

Representor ID	Issue raised	Council response	Action
[2540]	Where will all the extra sewage be going?	DCWW have been consulted as part of the RLDP process and have provided comments on sewerage capacity and any necessary mitigation/upgrades that may be required.	The comments of DCWW will be reflected in the infrastructure requirements for the site within the Deposit Plan.

General comment on the spatial distribution of new development

Representor ID	Issue raised	Council response	Action
[2589]	We should look outside the Barry area for future developments.	Barry is the only 'key settlement' within the Strategic Growth Area of the RLDP, due to its population, provision of key services and facilities, public transport infrastructure, and employment opportunities. It is the most sustainable location in the Vale and holds the highest affordable housing need in the Vale. There is therefore a need for housing growth that is commensurate with Barry's role and function. A significant proportion of the overall housing growth in the Vale will be in settlements within the Strategic Growth Area that are located outside of Barry.	N/A

Land between the B4231 and Argae Lane, North East of Barry

Representor ID	Issue raised	Council response	Action
Taylor Wimpey [386] Barratt Redrow Homes [1010]	• The justification and reasoning behind the proposed removal of Land between the B4231 and Argae Lane, Northeast of Barry (Ref. SP4 KS1) is understood. • Only sites that can clearly demonstrate deliverability as required in the Development Plans Manual (3rd Ed) 2020 should be supported	The support of the removal of the site is noted.	N/A

Allocation of alternative sites

Representor ID	Issue raised	Council response	Action
[2163] [2634]	Provide visionary plans to provide infrastructure to available land in other areas e.g. Llandow should be considered.	Proposals for new settlements such as a new village at Llandow would be contrary to national planning policy which considers that such proposals should only be identified through the Strategic Development Plan process.	N/A
[2578]	Land at Brocastle which has laid unused for years since a car maker pulled out of developing a site is a prime location for a large development of housing which would solve a lot of Vale housing issues.	This site lies outside of the Vale of Glamorgan and as such the Council cannot identify land outside its boundary to meet specific housing needs of the Vale of Glamorgan.	N/A
[2578] [2603]	There is a substantial area of disused land nearby at HMS Cambria that would be a more suitable alternative for this type of development.	The HMS Cambria site was submitted in the first call for candidate sites for the RLDP. The site failed the stage 1 assessment as the site is not within or adjoining a settlement boundary and is separated from the existing residential uses at The Bendricks by uses on the Atlantic Trading Estate. It is therefore considered to be an inappropriate extension of the Barry settlement	N/A

		and unsuitable for residential development, as set out in national planning policy.	
Taylor Wimpey [386]	The consultation document offers little justification for why the VoG is moving away from the strategic approach to addressing housing needs to pursue a significantly smaller site that was previously subjected to numerous planning applications that were refused and dismissed at appeal. Having considered the potential allocation of North West Barry within the context of the additional sites suggested, this would only account for 485 homes – leaving a shortfall of 1,015 homes that would not be re-allocated within the Deposit Plan. This number is also reliant upon the possible extension to the existing North West Barry site which would deliver 375 homes in total. Taylor Wimpey strongly considers there to be other alternative sites within nearby settlements that perform better than North West Barry in the Integrated Sustainability Appraisal (ISA) which should be given further consideration and should be allocated, either in addition or instead of North West Barry. Taylor Wimpey have undertaken a thorough review of the relevant housing sites performance against the 17 objectives of the ISA and generated a suggested scoring of North West Barry, including its extension, and Land West of Swanbridge Road. The Candidate Site Assessment of Land West of Swanbridge Road failed the subject site where the 'Development of the site would lead	The Housing Growth in Barry consultation document sets out the Council's reasoning and justification for identifying alternative sites to meet housing requirements over the plan period to 2036. With regard to the North East Barry site, it was originally anticipated to deliver 1,500 dwellings—900 within the plan period and 600 beyond 2036. Therefore, it is incorrect to suggest that there is a shortfall of 1,015 dwellings. The housing land supply outlined in the Preferred Strategy was based on a base date of 1 April 2023. The Deposit Plan will reflect the most up-to-date evidence on land supply, including recent housing completions, planning permissions, revised site capacities following further detailed work, and updates to windfall assumptions. It is considered that any shortfall in housing can be addressed through increases in the overall committed supply, including new planning permissions and additional allocations, particularly affordable housing-led schemes not identified at the Preferred Strategy stage. Windfall sites will also make a significant contribution, with several known opportunities in Barry specifically. Furthermore, when considering the spatial distribution of development over the plan period, the large number of housing completions in Barry since 2021 will also be taken into account.	N/A

	to a loss of the Best and Most Versatile Grade 3a agricultural land contrary to national policy'. Whilst Taylor Wimpey acknowledge that the site does contain areas of BMV agricultural land, the site has previously been considered of limited value from a farm business perspective. This comes through in the Agricultural Assessment initially undertaken by The Andersons Centre in August 2013 to support the original planning application for Phases 1 and 2. An updated Agricultural Assessment was prepared in February 2024 and submitted in support of Taylor Wimpey's response to the Preferred Strategy. The updated report concluded that the area of land that could be lost to development is relatively small as a proportion of the total land area farmed by the current tenant. The report continued to identify appropriate mitigation for the loss of agricultural land which included purchasing forage from elsewhere. Taylor Wimpey maintain their concerns that an approach where the Subject Site is dismissed from further assessment by virtue of it comprising elements of BMV agricultural land is considered to be wholly unsound. It is important to note that previous sites allocated for residential development within the emerging Local Plan contained areas of agricultural land, including BMV land e.g. North East Barry Site.	The site known as Land West of Swanbridge Road, promoted by Taylor Wimpey, was previously excluded from the adopted LDP due to the loss of Grade 2 agricultural land. This position remains unchanged, and the site was therefore discounted following its assessment through the Council's candidate site process. Additionally, the strategy for the RLDP differs from the current adopted LDP, focusing development within a defined strategic growth corridor and identifying five key sites that will deliver the majority of the housing requirement for the plan. However, it should be noted that a number of existing LDP sites have been carried forward. These include Phase 2 of the Swanbridge Road site, meaning that future growth in Sully is accommodated within the RLDP through the inclusion of this site.	

Walters Land Ltd [1107]	North West Barry (aka Weycock Cross and land to the south) is located immediately to the south west (to the south of the A4226 (Port Road West)) of Walters Farm. We do not propose to discount the allocation of Weycock Cross, we agree that delivery of the site would help make a significant contribution to housing delivery in Barry. Noting the Council's assessment of North West Barry, the LPA recognise the site's sustainable location – good transport and active travel links as well as being well connected to services and facilities. The same conclusions apply to Walters Farm given the sites proximity. The site was previously rejected due to concerns about its impact on a local Site of Importance for Nature Conservation (SINC), but recent ecological surveys show the grassland on the site is 'species poor' with limited ecological value. The site was also previously rejected due to concerns about its impact on a local Site of Specific Scientific Interest (SSSI). It is proposed that development on the farm could help fund the ongoing management and maintenance of the adjacent SSSI.	The candidate site assessment published at Preferred Strategy stage concluded that the site was not suitable for further consideration as "*Development of the site would have a significant negative impact on a locally designated SINC and have detrimental impact on protected or priority species, habitats, stepping stones or wildlife corridors. The site is poorly related to the existing built form and would represent sporadic development in the countryside*." Whilst it is accepted that Walters Farm is a similar distance to the site at North West Barry from services and facilities in Barry, this was not the reason that the site was discounted, rather it was due to ecological concerns and the relationship of the site to the existing pattern of development.	N/A
Avant Homes and SJG Property [2664]	It is considered that the Council should re-allocate the existing residential allocation 'Land at Higher End, St Athan' (as per the extant LDP Policy MG2(2)), as opposed to allocating new sites within the forthcoming Replacement LDP.	Whilst 'Land at Higher End, St Athan' is allocated within the adopted LDP, the site was not resubmitted for consideration in the RLDP by the landowner as stipulated by the Council during the call for candidate sites which was carried out between 20th June 2022 and 13th September	N/A

		2022, nor during the second call held between 6th December 2023 and 14th February 2024. On this basis the Council considered that there was no longer interest from the landowner to develop the site, and as such the Council was of the view that the site was undeliverable and therefore discounted the site from further consideration. The landowner as only recently sought to engage with the Council on this site for inclusion on the RLDP, and insufficient information has been submitted to demonstrate that the site is deliverable.	
Barratt Redrow Homes [1010]	The site at Swn Y Coed, Wenvoe, is promoted for 80+ homes. Barratt Redrow proposes that the 70 dwellings intended for Hayes Lane be reallocated to Swn Y Coed, Wenvoe, for the following reasons: • Sustainable Location: Wenvoe is a primary settlement with excellent accessibility to public transport, active travel routes, and local services, aligning with Welsh Government strategic objectives. • Housing Provision: The 2.91ha site can provide 80+ high-quality, mixed-tenure homes (open market and affordable). • Early Delivery: Its inclusion in the Replacement Local Development Plan (RLDP) would allow for early housing delivery, providing flexibility and supporting the Council's housing trajectory without reliance on major infrastructure improvements.	Candidate site 437 Swn Y Coed, Wenvoe, was ruled out at Preferred Strategy stage for the reasons that "*Development of the site would lead to a loss of the Best and Most Versatile Grade 3a agricultural land contrary to national policy. The proposal is in a green wedge and could harm the integrity of the designation*."	N/A

	• Environmental Benefits: The proposal includes retaining and enhancing ecological features, providing flood attenuation, and creating public open spaces. • Improved Infrastructure: It facilitates improvements to the local highway network (new junction off Old Port Road, widening Walston Road) and retains/enhances Public Rights of Way to promote active travel. • Good Connectivity: Despite not being near a railway station, it has excellent connectivity via walking, cycling, and public transport (bus routes 96, 96a, X2 with services every half an hour) to local facilities in Wenvoe village centre and broader amenities in Cardiff City Centre and Culverhouse Cross Retail Park. • Comparable to North West Barry: Its sustainable transport and bus route connectivity along the A4050 are comparable to the proposed North West Barry site. In summary, Barratt Redrow asserts that Swn Y Coed, Wenvoe, is a suitable, deliverable, and viable location for residential development that aligns with sustainable growth principles, unlike the problematic Land at Hayes Lane.		

The Vale of Glamorgan Council
Directorate of Place
Civic Offices
Holton Road
Barry CF63 4RU

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

