

VALE OF GLAMORGAN
REPLACEMENT LOCAL DEVELOPMENT PLAN
2021- 2036

INFRASTRUCTURE DELIVERY PLAN

November 2025



BACKGROUND PAPER - BP44



Executive Summary

- i. This Infrastructure Delivery Plan (IDP) serves as a key evidence base background document in the for the Vale of Glamorgan Replacement Local Development Plan (RLDP) 2021-2036. The paper outlines the infrastructure required to support the RLDP's strategic objectives, with a focus on a long-term, sustainable, and collaborative approach to development. The IDP identifies existing infrastructure, highlights planned improvements, and details the new infrastructure central to unlocking the development of allocated sites.
- ii. The document covers a wide range of infrastructure categories, including transport (active travel, road, rail, and bus), education, health, green infrastructure, environmental management, utilities, and community facilities. It emphasises the importance of aligning with national and local policies, such as Planning Policy Wales and the Well-being of Future Generations (Wales) Act 2015, which prioritise sustainability, placemaking, and collaboration with key partners.
- iii. The IDP identifies the need for new schools, upgrades to the transport network to support sustainable travel, and the timely provision of utilities like water and electricity. The document also highlights the role of developer contributions through Section 106 agreements to fund these necessary improvements. The IDP is a living document that will be continually updated to ensure infrastructure delivery keeps pace with the RLDP's objectives.

Contents

1	Introduction.....	1
2	Policy Context.....	3
	National Context	3
	Regional Context	4
	Local Context.....	5
3	Infrastructure Provision.....	10
	Active Travel	10
	Rail Network.....	12
	Bus Network.....	13
	Highway Network	14
	Strategic Transport Assessment.....	15
	Cardiff International Airport	15
	Electric Vehicle Charging	16
	Education Provision	16
	Healthcare Provision.....	19
	Biodiversity Assets.....	22
	Recreational Space.....	23
	Burial Land.....	25
	Community Facilities.....	25
	Environmental Management	26
	Utilities	27
	Gas and Electricity	29
	Vale of Glamorgan Local Area Energy Plan.....	30
	Broadband	31
	Planning Contributions and Obligations	31
4	Conclusion.....	33
	Appendix A – Summary of Annual S106 Agreements.....	34
	Appendix B – Infrastructure Requirement for Housing Allocations	52

1 Introduction

1.1 The Infrastructure Delivery Plan (IDP) is one of several background documents prepared as part of the evidence base to support the Vale of Glamorgan Replacement Local Development Plan (RLDP). This Paper forms an important part of the RLDP evidence base, providing a list of infrastructure that the Vale and its partners identify as being required to support the delivery of the RLDP. The Paper, and the work it communicates, ensures a strategic and long-term approach towards the provision of infrastructure has been taken.

1.2 The purpose of this paper is to:

- provide an overview of the existing infrastructure in the Vale of Glamorgan and infrastructure development that has come forward since the LDP (2011-2026) has been adopted;
- identify the infrastructure that is programmed to come forward across the Vale of Glamorgan, much of which will be integral to achieving fundamental RLDP objectives, particularly relating to sustainability and placemaking; and
- identify the infrastructure that is central to unlocking the development of sites being allocated within the plan. Without key identified infrastructure interventions the development of these sites for the anticipated quantum of proposed housing/employment uses within the plan period could not proceed.

1.3 Paragraph 3.61 of Planning Policy Wales (PPW) states that the provision of adequate and efficient infrastructure is crucial for economic, social and environmental sustainability. It goes on to instruct that adequate and efficient infrastructure:

'underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working.'

PPW identifies, conversely, that inadequate and inefficient infrastructure can result in negative outcomes:

'Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.'

1.4 In producing the RLDP the Council has collaborated with key partners and providers to ensure that adequate and efficient infrastructure is provided. Effort has been made to ensure that development identified in the RLDP is located so that it can be well served by infrastructure. In the first instance, consideration has been made of capacity and identifying opportunities to maximise the use of existing infrastructure. Where the provision of new infrastructure is required, efforts have focussed on ensuring its delivery is sustainable and can be co-ordinated and timed to support the place making aspirations of the LDP. In all cases, infrastructure choices have and will be informed by the need to support decarbonisation, create socially and economically connected places and

ensure the sustainable use of natural resources. This approach results in a strategic and long-term approach towards the provision of infrastructure.

1.5 The following broad categories of infrastructure are included within this Delivery Plan:

- Transport (walking and cycling, rail and bus, strategic highways network);
- Education (nursery, primary, secondary, post-16 and additional learning needs)
- Health (hospitals, health centres, dentists and optometry)
- Green Infrastructure (biodiversity assets, recreational space, children's play space, allotments, cemeteries)
- Environmental Management (flood risk and surface water management);
- Utilities (Water and wastewater, gas, electricity and telecommunications); and
- Community and Cultural Infrastructure.

2 Policy Context

National Context

Planning Policy Wales (Edition 12)

2.1 As set out, PPW identifies the importance of providing adequate and efficient infrastructure, and the negative outcomes associated with the wrong infrastructure. Again, paragraph 3.61 states the following:

[Adequate and efficient infrastructure] underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working. ‘Infrastructure which is poorly designed or badly located can exacerbate problems rather than solving them.’

2.2 Underpinning this Paper, paragraph 3.62 of PPW puts an obligation on Planning Authorities to ensure that they take a strategic and long-term approach towards the provision of infrastructure. It states:

‘Planning authorities should, in conjunction with key providers, take a strategic and long term approach towards the provision of infrastructure as part of plan making. This may involve collaboration between planning authorities and key infrastructure providers to ensure infrastructure provision is sustainable, fit for purpose and can be co-ordinated and timed to support placemaking aspirations.’

2.3 Paragraph 3.63 provides further guidance on the provision of infrastructure as follows:

‘Development should be located so that it can be well serviced by existing or planned infrastructure. In general this will involve maximising the use of existing infrastructure or considering how the provision of infrastructure can be effectively co-ordinated to support development plans. Infrastructure choices should support decarbonisation, socially and economically connected places and the sustainable use of natural resources.’

Future Wales: The National Plan 2040

2.4 Policy 1 of Future Wales establishes the Vale of Glamorgan within the Cardiff, Newport and the Valleys National Growth Area. It sets out that within this area, and the other national growth areas, there will be growth in employment and housing opportunities and investment in infrastructure.

2.5 Policies throughout the document support the principle of infrastructure delivery for the range of infrastructure types covered by this paper.

Development Plans Manual (Edition 3)

2.6 The Development Plans Manual states that, for an LDP to be effectively delivered, the LPA must create an Infrastructure Plan as a supporting document in the evidence base. This plan should clearly detail how infrastructure, with the appropriate capacity, location, funding, and timing, will be provided to support the LDP's implementation. It states that the Infrastructure Plan is a crucial piece of evidence that should be regularly updated as site work progresses, and should be used for monitoring the LDP's progress in the Annual Monitoring Report (AMR) and during plan reviews. Additionally, it can also be used to inform work on the Community Infrastructure Levy (CIL), where appropriate.

Regional Context

Draft Regional Transport Plan for South East Wales (2025)

2.7 The Cardiff Capital Region Draft Regional Transport Plan (RTP) is a statutory strategic plan which sets out an integrated and sustainable transport strategy for South East Wales, including the Vale of Glamorgan. The plan prioritises interventions that support a modal shift towards sustainable travel rather than private vehicle transport. The draft RTP, alongside a Regional Transport Delivery Plan (RTDP) was published for consultation between February and May 2025. A consultation report was considered by the South East Wales Corporate Joint Committee (SEWCJC) in July 2025 with a recommendation to approve the RTP for submission to Welsh Government.

2.8 The RTP emphasises that a robust transport network is crucial for enabling the region's future economic and spatial development. The document positions transport as a key component of a trio of plans - including spatial planning (Strategic Development Plan) and economic wellbeing (Regional Economic and Industrial Plan) - to ensure the region achieves a more productive, inclusive, and sustainable future.

2.9 The plan outlines transport and connectivity improvements to support future development for housing and employment. To achieve this, the plan requires an integrated approach that includes both physical infrastructure upgrades and improvements to public transport services.

2.10 It also notes that the transport network must be resilient to severe weather and the effects of climate change, and that ageing infrastructure, such as bridges at the end of their lifespan, will require replacement or significant improvements to maintain the network's stability. The plan acknowledges that achieving these goals will require a substantial level of investment, and that the timeline for delivery of schemes is dependent on future funding.

2.11 A fundamental element of the RTP and Cardiff Capital Region (CCR) Metro is the electrification of the Core Valley Lines (CVL) north of Cardiff, aiming to deliver more frequent and more sustainable rail service for passengers in the region. While the Vale of Glamorgan benefits for the introduction of new tri-

mode trains (electric, diesel and battery power) the current scope of the electrification project does not extend the overhead wires to the Vale of Glamorgan line itself. The new rail fleet introduced for the electrified lines will operate under the new overhead electric wires on the CVL but will switch to diesel/battery power on the non-electrified Vale of Glamorgan line section (running to Barry Island and Bridgend).

- 2.12 The RTP states that CCR Rail Ambitions include the “Introduction of further new stations, in addition to those included in the core CVL transformation, to connect more people and places to the Metro network” and Transport Planning Objective (TPO) 5 references the strategic activity to “Investigate opportunities for additional rail infrastructure and freight and passenger services at Aberthaw / St. Athan to maximise the connectivity between road, rail, air and maritime networks.”
- 2.13 In addition, Aviation Policy AV1 is “Deliver a lower carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport, which also facilitates sustainable access to the neighbouring Bro Tathan Business Park.”
- 2.14 The Regional Transport Delivery Plan (RTDP) is a prioritised list of schemes and interventions intended to progress the achieve CCR’s vision, the RTP objectives, and the Wales Transport Strategy’s priorities. The RTDP proposes to develop active travel corridors from Barry to Cardiff Airport, Dinas Powys to Barry, and to complete a missing section of NCN Route 88 linking Barry to Cosmeston. It also proposes to develop opportunities for additional services to be enabled at Cogan Station Interchange, including for bus, rail and active travel. There are no schemes proposed specifically for the Vale of Glamorgan for private car opportunities, bus opportunities, or resilience improvements; however the Vale may benefit from wider, more regional proposals. Additionally, proposals for road safety, zero ULEV and digital development are covered regionally and not specifically focussed to the Vale of Glamorgan.

Local Context

Well-being Plan 2023-2028

- 2.15 The Vale of Glamorgan Public Service Board Well-being Plan 2023-2028 outlines a commitment from public and partner organisations to collaboratively improve the well-being of residents by focusing on three key objectives:
 - A more resilient and greener Vale - by understanding and making the changes necessary as individuals, communities and organisations in response to the climate and nature emergencies.
 - A more active and healthier Vale - by encouraging and enabling people of all ages to be more active and to promote the benefits of embracing a healthier lifestyle.

- A more equitable and connected Vale - by tackling the inequities that exist across the Vale, engaging with our communities and providing better opportunities and support to make a lasting difference.

Vale 2030: Corporate Plan 2025-2030

2.16 The Vale 2030 Corporate Plan 2025-2030 is the council's strategic roadmap, outlining five key objectives and actions to achieve them. The Corporate Plan places an emphasis on placemaking principles, such as prioritising active travel as preferred modes of transport. The Plan states that the RLDP will provide a strategic planning framework with a core focus on placemaking, recognising the correlation between well-being and delivering high quality, well connected places.

Replacement Local Development Plan 2021-2036

2.17 The RLDP's Strategy is underpinned by 6 key elements, including 'Delivering a sustainable level of housing and employment growth supported by appropriate infrastructure to accord with the Vale's position within the Cardiff Capital Region.' The RLDP focusses on delivering sustainable development, and as required by PPW, to ensure delivery adequate and efficient infrastructure is identified.

2.18 The Strategy ensures that funding for necessary infrastructure can be secured through S106 agreements as follows:

Where existing infrastructure requires improvement to help accommodate new development, the Section 106 obligations process will be used to ensure that necessary infrastructure, facilities and services are secured at a level appropriate to the scale, type and location of the proposed development.

2.19 Policy SP12 of the RLDP relates to Community Infrastructure and Planning Obligations. This sets the policy context for the securing of improved infrastructure, subject to development viability. It sets out that community infrastructure, required to make a development sustainable, may include:

- Affordable and specialist housing.
- Educational provision and facilities.
- Transport infrastructure and facilities for pedestrians, cyclists, public transport, and vehicular traffic.
- Public open space.
- Community Growing Spaces such as allotments
- Green infrastructure.
- Public art.
- Leisure, sport, and recreational facilities.

- Biodiversity Enhancement.
- Community facilities.
- Healthcare facilities.
- Service and utilities infrastructure, including digital infrastructure.
- Environmental protection and enhancement such as flood prevention, town centre regeneration, pollution management or historic renovation.
- Recycling and waste management facilities; and
- Employment opportunities and complementary facilities including training and working hubs.

2.20 The delivery of new or improved infrastructure must be undertaken in a timely and coordinated manner to meet the needs of existing and planned communities prior to, or from the commencement of, the relevant phases of development.

2.21 An important part of preparing the RLDP is the consultation process with internal and external stakeholders, as well as with site promoters. This dialogue began at a high level in the early stages of the plan and at a site-specific level to inform the inclusion of allocations in the Deposit Plan.

2.22 The RLDP has been developed in line with the Well-being of Future Generations (Wales) Act 2015. This legislation requires public bodies, such as local authorities, to prioritise long-term sustainability to improve the lives of people in Wales. The Act includes seven well-being goals and five ways of working. These ways of working were used in preparing the RLDP:

- Long term - The infrastructure requirements for the Vale of Glamorgan and its communities address both short-term needs and long-term future considerations.
- Involvement – The IDP involves working with internal and external infrastructure stakeholders early in the planning process to clearly define the infrastructure requirements in the IDP.
- Collaboration - working with site promoters on infrastructure requirements, ensuring that all infrastructure considerations are considered as part of the viability assessments for allocated sites.
- Integration - ensuring that new developments complement the existing infrastructure network and that any infrastructure requirements complement new developments.
- Prevention - The IDP considers the existing capacity of the infrastructure network and ensures that development does not worsen its impact. While the IDP background paper outlines requirements for specific site allocations, it also provides for improvements for the wider area, which will benefit existing communities.

2.23 All stakeholders were consulted via email correspondence, with some having further meetings, workshops and collaborative reports where necessary. A summary of which internal and external stakeholders have been involved is provided in Table 1 below:

Table 1: Stakeholder Engagement

Type of Infrastructure	Stakeholder engaged
Sustainable Transport/Highways	
Active Travel	VOG Active Travel Officers
Sustainable Travel	VOG Transport Officers
	Transport for Wales
	Network Rail
	Cardiff Airport
Air Travel	Civil Aviation Authority
	VOG Highways Officers
Education	
Education	VOG Education Officers
Green Infrastructure, Landscape and Nature Recovery	
Green infrastructure	VOG Countryside Officers
	Natural Resources Wales
Nature Recovery	VOG Countryside Officers
	Natural Resources Wales
Recreation, Open Space and Allotments	
Recreation and Open Space	VOG Neighbourhood Services
Flooding and Drainage	
Flooding and Drainage	VoG Drainage Officers
	Natural Resources Wales
Utilities	
Water infrastructure and Sewerage	Dwr Cymru Welsh Water
	Natural Resources Wales
Electricity	National Grid
	Wales & West Utilities
Broadband and Telecommunication Providers	BT Openreach, EE, Vodafone and O2, Virgin Media
Health	
Health Infrastructure	Cardiff and Vale University Health Board
	Public Health Wales
Environmental Health	Shared Regulatory Services
Heritage	VOG Heritage Officer
	Heneb
Emergency Services	South Wales Police
	South Wales Fire and Rescue Service
	Welsh Ambulance Service NHS Trust
	Bridgend County Borough Council
	Cardiff Council
	Rhondda Cynon Taf County Borough Council

	Other LAs in South East Wales (Newport, Monmouthshire, Merthyr Tydfil, Caerphilly, Torfaen, Blaenau Gwent)
Sustainable Placemaking	VOG Placemaking Team

3 Infrastructure Provision

3.1 Section 3 provides an overview of existing infrastructure provision within the Vale of Glamorgan, by infrastructure type. This allows for baseline provision to be established.

Active Travel

Current position

3.2 The Active Travel (Wales) Act promotes walking and cycling as an attractive mode of transport for purposeful journeys (i.e. to access work, school or shops and services). It seeks to instil a lasting transformation of how developments are planned to incorporate walking and cycling infrastructure from the outset as well as encouraging long-term behaviour change. The Act requires local authorities to existing and proposed active travel routes and related facilities in connection with integrated network maps. It also requires year on year improvements in such routes and facilities to enhance opportunities for pedestrians and cyclists to make more meaningful journeys without relying on the car. The Vale's [Active Travel Network Map](#) displays the existing and proposed schemes. Strong work has taken place on implementing the Vale's Active Travel Network Map and this remains ongoing.

3.3 The planning and implementation of active travel routes within the Vale is generally focussed within and between the key settlements, providing communities with sustainable travel options for access to local centres, facilitating day-to-day journeys and addressing specific access issues. The purpose of this is to provide greater accessibility to the most sustainable areas to provide the opportunity to use active travel as opposed to cars for shorter journeys.

3.4 Over the adopted LDP plan period, a number of Active Travel schemes have been implemented. Schemes funded or part funded by Section 106 contributions towards sustainable transport are set out in Appendix A. It will be noted that a number of improvements have been made to encourage active travel in communities where new development has taken place.

3.5 In addition, Welsh Government's Active Travel grant has been used to deliver a number of active travel improvements schemes in communities in the Vale. In some cases, this was also part funded by Section 106 contributions. Major schemes include:

- Eglwys Brewis to St Athan shared cycleway/footway
- Rhoose (Station Road)
- Port Road and Wenvoe
- East of Barry pedestrian improvements
- Provision of cycle/scooter storage and shelters in schools and provision of bikes

- Installation of controlled and uncontrolled crossings in a number of areas
- Installation of dropped kerbs, tactile paving and route enhancements
- Funding of a number of feasibility studies and concept designs for active travel routes including Barry to Dinas Powys, Weycock Cross to Cardiff airport and Sully to Cosmeston.

3.6 Furthermore, Welsh Government Safer Routes in Communities funding has been used for improvements such as school streets closures and improvements around specific primary schools.

3.7 The [Active Travel Act Annual Reports](#) give full details on the exact spend each year.

Future Proposals

3.8 The WG Active Travel Fund Grant is likely to be a major funding source of future active travel schemes. The Guidance for the funding is published annually with the 2025-26 funding guidance indicating that funding will be made for the delivery of projects in that same financial year but also for large complex schemes that can take up to three years to complete. All schemes must comply with the Active Travel (Wales) Act 2013 and will be assessed by Transport for Wales officers against a number of criteria, with schemes with a higher potential for modal shift being prioritised.

3.9 The RLDP allocates three Active Travel schemes, all of which have been subject to feasibility and design stages. All three schemes are identified in the Regional Transport Delivery Plan.

- Sully to Cosmeston - Planning permission granted. Estimated cost £4,044,000.
- Barry (Biglis) to Dinas Powys – Planning application awaiting determination. Estimated cost £4,000,000.
- Barry (Weycock Cross) to Cardiff airport – work planned during 2025-26 includes discussions with landowners and completion of detailed design. Estimates cost £4,450,000.

3.10 In addition, there will be a requirement for developers to deliver active travel improvements as part of their schemes, either directly or through the provision of a sustainable transport contribution in line with the financial requirements set out in the Planning Obligations Supplementary Planning Guidance.

Rail Network

Current position

3.11 The Vale is served by the Vale of Glamorgan Line and the Penarth Branch Line, which both provide rail services to the urban areas in the south of the County. There are 11 stations on these services, with 9 on the Vale Line and 2 on the Penarth Branch Line. The lines provide connectivity to Cardiff and all eastern routes travel via Cardiff Central, with the Vale Line also providing services west to Bridgend. Currently, during peak times there are 4 trains an hour between Barry and Cardiff (with 3 trains per hour turning on the Vale Line at Barry), 4 trains an hour between Penarth and Cardiff on the Penarth Branch, and 1 train an hour travels the whole of the Vale line from Bridgend to Cardiff.

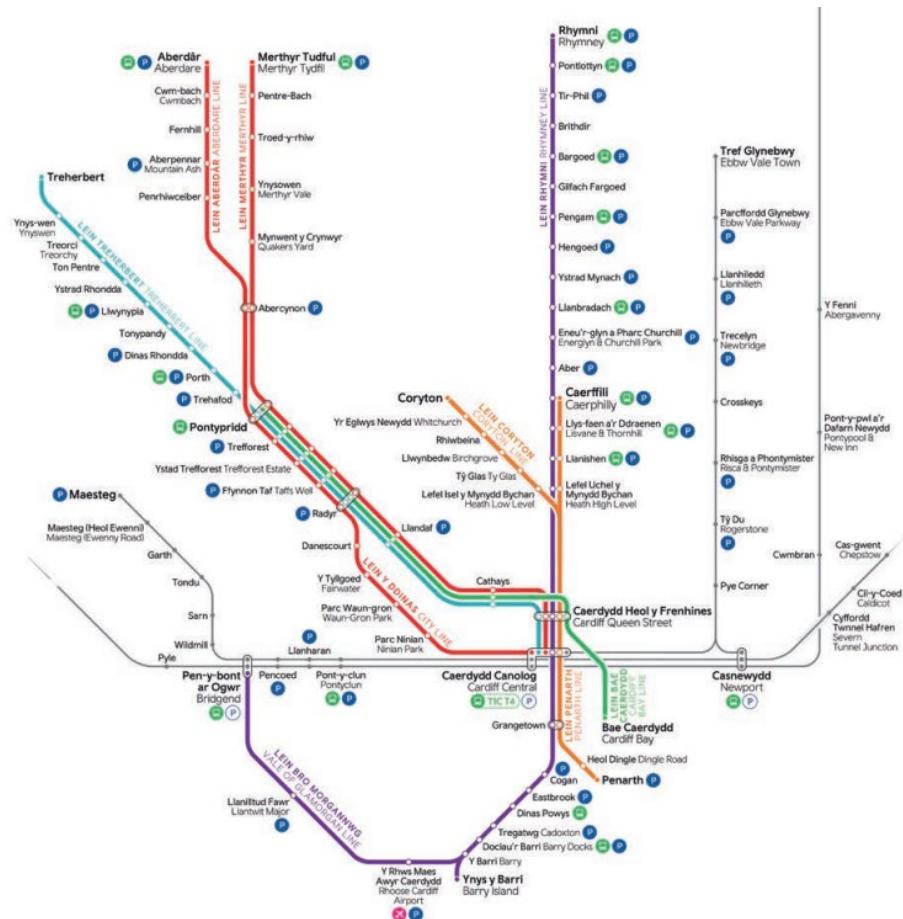


Figure 1: South Wales Metro (CCR Regional Transport Plan 2025)

- 3.12 In the past couple of years, there have been accessibility upgrades at stations in the Vale of Glamorgan. A new footbridge and lifts were opened at Barry station in July 2022, making the station fully accessible. This follows similar upgrades at Cadoxton Station in 2020.
- 3.13 Recently, Transport for Wales has made significant changes to its network, which includes increased service frequency to Penarth. This is part of a larger

project to enhance the South Wales Metro, which aims to provide a more frequent and reliable "turn up and go" service for commuters.

3.14 Transport for Wales has also been introducing new fleets to various lines, including the Vale of Glamorgan Line. These more modern trains are designed to offer increased capacity, improved accessibility, and a more comfortable passenger experience. This is part of an investment to replace older rolling stock and upgrade the network's overall capacity.

Future Proposals

3.15 A feasibility study conducted in 2022 identified five possible sites for a new railway station at St Athan. Discussions with Transport for Wales have indicated that planned developments in the area, including two key RLDP housing sites, new employment at Bro Tathan and the Aberthaw Green Energy Park, would likely generate enough travel demand to support the business case for the station.

3.16 The provision of additional stations is part of CCR's ambition in the Regional Transport Plan, and it specifically references investigating the development of additional passenger services at St Athan. The Council remains in dialogue with the Department of Transport, CCR and Transport for Wales on the delivery of the station. Land has been safeguarded for the station in the preferred location in closest proximity to St Athan, alongside land for mixed use development including a transport interchange. Discussions will take place with bus operators to establish the provision of a park and ride with bus service links to the stations at Llantwit Major and/or Rhoose until such time as the station is delivered.

3.17 Transport for Wales had previous announced proposals to increase frequency on the Vale of Glamorgan line from one train an hour between Barry and Bridgend to two trains an hour. This was due to be implemented by the end of 2025, but in 2024 Transport for Wales advised that the previous commitment was to be deferred. There is a commitment, however, to introduce an additional peak service in each direction.

Bus Network

3.18 The bus network in the Vale is delivered by three operators – Cardiff Bus run commercial services between Cardiff and Penarth (92) and Cardiff and Barry (94/94b/96). Other services across the Vale are operated by Adventure Travel and First Cymru under contracts that the Council has tendered and awarded. These other services are funded by a combination of Council funding, Bus Service Support Grant and Bus Network Grant. This funding is awarded on an annual basis.

3.19 In addition to this network, the Greenlinks service operates as a demand-responsive community transport system, primarily financed through developer contributions and grant funding. It provides affordable transportation options for residents, particularly those with mobility impairments or who are unable to access conventional public transport. The service, which has been in operation for more than a decade, utilises a fleet of accessible cars and minibuses, and is staffed by a combination of salaried and volunteer drivers.

3.20 Generally, bus services will look to divert to serve new housing developments or if demand is such increase frequency of services. Operators will be made aware of plans but by the nature of the service, while they will consider future options, changes will only be put in place once residents are residing in the development. Examples of enhancements to bus services following new developments include:

- Service 88 running via the new development before coming back on itself via Hayes Road
- Service 95 running via Ffordd y Mileniwm (Asda section)
- Service 905 running via Rhoose Point in the one direction on route to the rail interchange.

3.21 Funding for any enhancements to bus services changes can be accessed via Section 106 sustainable transport contributions, with an emphasis on “kick starting” the change until the numbers catching the bus from the new areas make it cost beneficial to the operator.

Highway Network

3.22 The Vale is bounded to the north by the M4 Motorway and dissected by several key roads, namely: the A48, which runs east to west through the centre of the County; the A4226, which connects the A48 with Barry centrally within the County; the A4050 and A4231 which connect Barry with Culverhouse Cross; the A4055, which connects Barry with Cardiff Bay via Dinas Powys; and the B4265, which runs east to west along the Vale’s coast and on into Bridgend.

3.23 These primary routes connect key population centres like Barry, Cowbridge, Penarth, and Llantwit Major, and link the Vale to Cardiff and the M4 motorway for wider regional access. Secondary and rural roads serve smaller villages, and the overall road network is essential for both commuting and tourism, given the rural and coastal attractions of the area.

3.24 Since the LDP was adopted in 2017 several major road schemes have been completed:

- The Northern Access Road;
- Five Mile Lane Improvement Project;
- Link Road between A48 and Llantwit Major Road B4270, Cowbridge;

- North of A48, Bonvilston Road Improvements, and;
- Cross Common Road Junction improvements.

3.25 The Northern Access Road provides improved access to the Bro Tathan Business Park, and the Five Mile Lane scheme improved connectivity between Waycock Cross and Sycamore Cross, better linking Barry and Cardiff Airport to the A48. Further improvements have taken place in proximity to new development sites, in order to allow these to integrate with the existing road network and where possible improve connectivity, such as the case of the B4270 in the west of Cowbridge.

Strategic Transport Assessment

3.26 The Strategic Transport Assessment - Stage 1, produced by Link Transport Planning on behalf of the Vale of Glamorgan Council, provides an initial review of the baseline transport conditions for the high network in the Vale. The report is structured into two stages.

3.27 This first stage provides a comprehensive review of existing transport infrastructure and its operational state using various data sources. The Assessment found that traffic volumes have largely returned to pre-pandemic levels, with particular congestion at key urban junctions, while bus and rail usage remains below 2019 figures. The report emphasises the need for a more continuous active travel network and recommends aligning with Welsh Government policy to increase the share of sustainable transport modes for new journeys, recommending a target of 45%.

3.28 The second stage has analysed the cumulative impact of major sites allocated in the RLDP on the Strategic Highways Network.

Cardiff International Airport

3.29 The adopted LDP allocates the St Athan - Cardiff Airport Enterprise Zone for strategic employment uses. As set out in the Employment Background Paper, there are three areas comprising the Enterprise Zone – the Cardiff Airport Business Park, Model Farm and Bro Tathan. These allocations are being carried forward into the RLDP as the Employment Land Study indicates that they represent realistic development proposals.

3.30 Road access to the Airport is served by the A4226 (Port Road), which links to the wider road network including the A4050 and the M4. Regarding public transport, the airport is served by Rhoose Cardiff International Station, where trains run hourly, connecting to Cardiff Central and Bridgend. There are direct bus links to the airport from the station via bus service 304.

3.31 Whilst there have been improvements to airport access through the Five Mile Lane Improvement project, previous plans for a new road linking the M4 to the

A48 are no longer being considered as the scheme is not in line with Llwybr Newydd, the Wales Transport Strategy.

Electric Vehicle Charging

- 3.32 The electric vehicle (EV) charging infrastructure in the Vale of Glamorgan is actively being expanded as part of the Council's "Project Zero" commitment to achieving net-zero emissions. The Council is collaborating with the CCR and the contractor Connected Kerb on a regional delivery program, which is jointly funded by the CCR, Welsh Government, and the UK Government's ORCS (On-Street Residential Charging Scheme).
- 3.33 Early phases of this strategy have focused on installing Fast Chargers in public car parks, community centres, and leisure facilities across the region, for example, 24 dual chargers having been installed across 18 sites in one of the initial phases.
- 3.34 The Council has also been supporting the CCR on Phase 2 of publicly accessible charge point infrastructure over the last few months. A further 12 sites in the Vale are currently being installed, with a focus on Community Centres and on-street locations to enable residents' access. These sites have been jointly funded by CCR, Welsh Government, and the ORCS initiative.
- 3.35 The delivery of public EV charging stations is an essential aspect of the Council's Project Zero initiative of reaching zero carbon emissions by 2030.

Education Provision

Nursery and Primary Education Provision

- 3.36 There are 45 primary schools in the Vale, with 35 of the Vale's primary schools also providing nursery provision.
- 3.37 Where new school places are required as a result of new housing development, Section 106 agreements have secured additional provision in the form of financial contributions to extend existing schools and the provision of land and/or construction costs for new schools linked to new developments. Specific allocations in the adopted LDP linked to new development have included new schools at Barry Waterfront (Ysgol St Barac) and Rhoose (South Point), which have both been delivered. Schools have also been secured as part of planning applications for new housing led schemes at Darren Farm (Clare Gardens) and Cosmeston. Full details of what has been secured in set out in Appendix A.
- 3.38 In addition, the Sustainable Communities for Learning programme, previously known as 21st Century Schools, has secured a number of improvements. This long-term strategic capital investment initiative led by the Welsh Government in partnership with local authorities aims to transform educational infrastructure across Wales by creating modern, efficient, and inclusive learning

environments. Its key objectives are to: improve the condition and suitability of school and college buildings; reduce surplus places, support carbon reduction, enhance provision for Welsh-medium Education and Additional Learning Needs (ALN) and promote community use of educational facilities.

3.39 The Programme has delivered the following schemes in the plan period, with some schemes also utilising Section 106 contributions as part of their delivery:

- St David's C/W Primary – The redevelopment project is complete, providing a capacity for 210 pupils and 48 nursery part-time places.
- South Point Primary School – The new school development is complete and operational, with a capacity for 210 pupils and 48 nursery part-time places. This is also the first operational net zero carbon school in Wales.
- Cowbridge Primary – The new school development is complete, with a capacity for 210 pupils and 48 part-time nursery places.
- St. Nicholas C/W Primary – The redevelopment project for 126 pupil capacity and 24 part-time nursery places has been completed.

Secondary Provision

3.40 There are six English Medium secondary schools in the Vale of Glamorgan, in addition to a Roman Catholic secondary and a Welsh Medium Secondary, both in Barry. There is also Specialist provision for secondary school aged pupils at Derw Newydd and Ysgol Y Deri.

3.41 During the LDP plan period works have taken place at 3 of the schools in Barry, with Whitmore High School and Pencoedtre High School being rebuilt within the boundary of their respective existing sites. Ysgol Bro Morgannwg has also been refurbished and extended. A summary of the projects delivered within the adopted LDP plan period is provided below:

- Whitmore High School – This project is now complete, providing a new school building with a capacity for 1,100 pupils.
- Pencoedtre High School – This project is now complete, with a new and operational school building that has a capacity for 1,100 pupils.
- Ysgol Bro Morgannwg – The refurbishment and extension project is complete, extending capacity to 1,660 pupils.
- Derw Newydd, Barry – The new school development for Additional Learning Needs provision is complete, providing 60 places.

Post-16 Provision

3.42 Post-16 provision exists in both Secondary Schools and Further Education Colleges. Seven of the Vale's High Schools have sixth form provision and Cardiff and the Vale College offer further education across two campuses.

Future Provision

3.43 The Education Facilities Background Paper examines the educational needs arising from new housing developments and changing educational demands in the region. The report focuses on school provision and identifies the need for both new and expanded facilities to accommodate a projected increase in the school-aged population.

3.44 The report identifies a need for new primary school places and secondary school places in order to meet the demand arising from the RLDP's housing requirement.

3.45 Key Proposals for new education facilities in the RLDP include:

- Land at Clare Gardens, Cowbridge – land and a financial contribution has been secured through Section 106 for a new school as part of the development for 475 dwellings. The remainder will be funded as part of the Sustainable Communities for Learning funding. The proposal is for the existing Welsh Medium Iolo Morgannwg school in Cowbridge be relocated to the Clare Gardens site and developed with increased capacity (from 210 to 420 pupils along with increased nursery provision).
- Land at St Athan Primary – the existing school is proposed for redevelopment with increased capacity to serve the key sites in the area. It is anticipated that the project will be funded by Section 106 and Sustainable Communities for Learning funding.
- St Richard Gwyn RC Comprehensive School – planning permission has been granted for a new school building on the same site that will provide capacity for 1,050 pupils plus a 60-place Specialist Resource Base (SRB). Work is due to commence in the near future. This project has secured funding from Welsh Government as part of the Sustainable Communities for Learning fund.
- Lower Cosmeston Farm - Ysgol Llyn Derw – The new school development, which is part of Ysgol y Deri, is currently under construction to provide capacity for 150 pupils. This project has secured funding from Welsh Government as part of the Sustainable Communities for Learning fund.
- Upper Cosmeston – land and a financial contribution has been secured through Section 106 for a new school as part of the Cosmeston development for 576 dwellings. It is anticipated that the remainder will be funded as part of the Sustainable Communities for Learning funding.

- Land is also safeguarded on land south of the railway line in St Athan for community facilities, which may include Welsh Medium provision. Any forecasted development is subject to Cabinet and business case and Strategic outline programme approval. Subject to this approval, it is anticipated that the development will be funded as part of the Sustainable Communities for Learning funding.

3.46 In addition to this, there will be a requirement for sites of over 10 dwellings to provide a Section 106 contribution for the delivery of additional schools where the number of pupils generated cannot be accommodated within existing surplus capacity in the schools.

Healthcare Provision

GP Practices, Dentists and Optometrists

3.47 The Vale of Glamorgan is within the Cardiff and Vale University Health Board (CAVUHB) area. The Health Board has a statutory responsibility for the provision of primary care services for its population. As such they are responsible for ensuring that the population has access to high quality primary care services, which include General Medical Services (GPs), General Dental Services, Community Optometry Services, and Community Pharmacy Services to support the delivery of high quality, responsive and sustainable services to meet local need.

3.48 Primary and Community Care Services are provided to the population, and are delivered at Cluster, Locality and Pan Cluster (Regional models of working) footprints, aligned to the two Local Authorities (Cardiff Council and Vale of Glamorgan Council). There are three clusters in the Vale – Eastern Vale (Penarth, Sully, Dinas Powys), Central Vale (Barry, Wenvoe, Rhoose, St Athan) and Western Vale (Llantwit Major, St Brides Major, Llandow, Cowbridge and Peterston-Super-Ely).

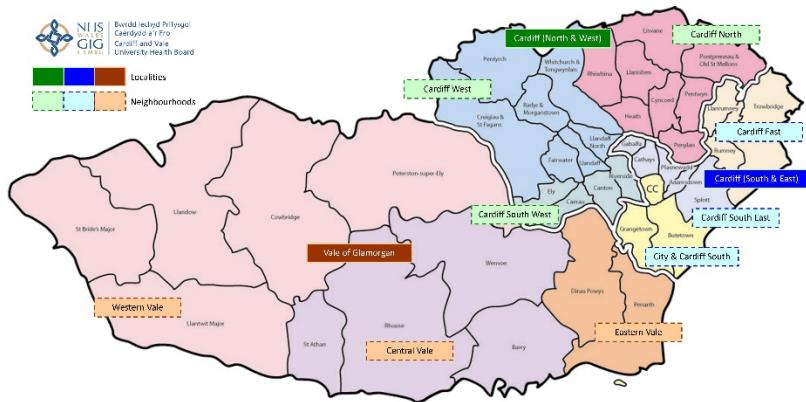


Figure 2: Cardiff and Vale University Health Board clusters

3.49 A list of GP practice list sizes is provided in table 2 (as of July 2025).

Table 2: Vale Practices List Sizes

GP Practice name	Location	GP Practice list size
Court Road Surgery	Central Vale	7,869
Cowbridge & Vale Medical Practice	Western Vale	8,355
Dinas Powys Medical Centre	Eastern Vale	11,120
Llantwit Major & Coastal Vale Medical Practice	Western Vale	10,535
Penarth Healthcare Partnership	Eastern Vale	16,410
Redlands Surgery	Eastern Vale	9,413
Sully Surgery	Central Vale	4,870
The Practice of Health	Central Vale	8,450
Vale Group Practice	Central Vale	19,249
Waterfront Medical Centre	Central Vale	12,507
West Quay Medical Centre	Central Vale	14,394
Western Vale Group Practice	Western Vale	13,574

3.50 The contactor provider position for the Vale as of October 2024 is as follows:

- 12 General Medical Services (GMS) providers (GP practices);
- 29 Community Pharmacies;
- 18 Community Optometry Practices
- 17 General Dental Services (GDS).

3.51 Consultation with CAVUHB has been undertaken as part of the RLDP preparations and in respect of the Key Housing sites, the following observations

were provided in respect of existing and future capacity of health services within the areas served by the sites:

- 3.52 Two key sites, Land at North West Barry (HG1 KS1) and Land at Readers Way (HG1 KS3) fall within the Central Vale Cluster. The North West Barry development falls within the boundaries of Court Road Surgery (partially), The Practice of Health (partially), The Waterfront Medical Centre, West Quay Medical Practice and Vale Group Practice. Land at Readers Way falls within the boundaries of Vale Group Practice and West Quay Medical Centre. Vale Group Practice have merged with Highlight Park to offer greater collaborative support. Expansion opportunities have been identified by the UHB at West Quay and Vale Group Practice, subject to funding.
- 3.53 Land North of Dinas Powys off Cardiff Road (HG1 KS2) falls within the Eastern Vale Cluster. The development falls within the boundaries of Redlands Surgery, Penarth Healthcare Partnership, and Dinas Powys Medical Practice. This cluster has the second highest percentage of elderly patients (65+) for any cluster in Cardiff and the Vale, placing higher demands on services. Reconfiguration of the Redlands Surgery is being considered to help meet clinical space issues. The forthcoming Wellbeing Hub in Eastern Vale as part of the Shaping our Future Wellbeing strategy is key to maintaining the future of general medical services in Eastern Vale.
- 3.54 Key Sites in St Athan (Land at Church Farm – HG1 KS4, and Land to the West of St Athan – HG1 KS5) fall within the Western Vale Cluster. Western Vale has the largest geographical area of the nine Cardiff and Vale clusters. These two developments fall within the boundaries of Cowbridge and Vale Medical Practice, Western Vale Family Practice, and Llantwit Major and Coastal Vale Practice. Llantwit Major and Coastal Vale Practice proactively undertook an extension to their premises in 2023 to address capacity needs. The UHB has indicated that there is an appetite for growth from practices and sufficient overall capacity may be achievable, provided that the necessary upgrades to the existing infrastructure are secured.
- 3.55 The UHB has suggested that its current assessment indicates a likely shortfall in healthcare service capacity to meet future needs. However, there are clear opportunities to address this through strategic schemes, collaborative investment, and innovative services models.
- 3.56 Funding for GMS is based on demographics, using the 'Carhill Formula' provided by Welsh Government, which is used by Health Boards to commission services, based on need. Patients are able to register to a GMS practice if they are resident within the practice agreed boundary.
- 3.57 Of note, there is currently no standard/defined ratio of number of GPs per registered population is used to inform sustainable GMS, however the Health Board have advised that 1:1800 (GP: patient) is used as a guide. Data is

available on how many patients are registered in each GP practice¹ and this can be cross referenced with the number of GPs at each practice. This analysis indicates that in all practices, apart from one in Central Vale, the number of patients is well below the 1:1800 ratio, with the majority of practices operating at between 1,300 to 1,400 patients per GP.

- 3.58 There are specific concerns around the ability of GMS practices to recruit and retain staff. It is also recognised that there is limited capacity for some surgeries to grow due to existing premises, although there are a number of purpose-built premises available and options to further facilitate/increase space within existing buildings, however funding would be required.
- 3.59 An LDP reference group has been set up between Cardiff and the Vale of Glamorgan Councils and Health Board officials to monitor and review the location, phasing and delivery of new housing and its implications for GMS. The Health Board are also consultees on any residential planning applications for over 50 dwellings. As part of this ongoing dialogue, the three clusters have been assessed by the Health Board and under a RAG rating, all score Amber, but there are opportunities in all three areas for expansion and an appetite for growth.
- 3.60 Whilst the RLDP itself cannot deliver the existing capacity, regular dialogue with the Health Board on future demand will allow them to consider any actions that may be required to increase capacity.

Hospitals

- 3.61 There are two hospitals serving the Vale. University Hospital Llandough is a district general hospital with 453 beds, while Barry Community Hospital offers Vale of Glamorgan residents a variety of primary and secondary care services, including: Outpatients, Minor Injuries, Radiology, Rehabilitation Wards, Mental Health Services for Older People (MHSOP) Wards, Therapies, Dental, GP and Out of Hours Services. In addition, the Vale Hospital in Hensol, is a private facility operated by Nuffield Health.

Biodiversity Assets

- 3.62 The Vale supports rich biodiversity and a wide range of habitats. Broad habitat types include grassland & farmland, woodland, scrub & bracken, coast, freshwater and marine. More than half of the Vale's boundary is coastline.
- 3.63 Numerous sites across the Vale are protected for their biodiversity value with 2 Special Areas of Conservation (SACs), 1 Special Protection Area (SPAs), 27

¹ <https://statswales.gov.wales/Catalogue/Health-and-Social-Care/General-Medical-Services/General-practice-population/patients-registered-at-a-gp-practice>

Sites of Special Scientific Interest (SSSIs), 3 Local Nature Reserves (LNRS), and over 360 Sites of Importance for Nature Conservation (SINCs).

- 3.64 Woodlands in the Vale provide habitats for a range of priority species, with a series of 14 woodlands around Barry designated as a single SSSI. Woodlands cover 8.2% of the county, which is below the Welsh average of 14%.
- 3.65 The Vale is generally well provided for in terms of natural greenspace and habitats. However, there is a need to reverse the fragmentation and degradation of natural and semi-natural habitats, in order to reduce biodiversity loss, provide ecosystem resilience to adapt to and mitigate climate change, and to provide greater access to nature within the Strategic GI Network.
- 3.66 A Green Infrastructure Assessment has been prepared which includes an audit of all of the Vale's green infrastructure assets, including biodiversity.

Public Rights of Way

- 3.67 The Vale of Glamorgan has a comprehensive network of public rights of way (PROW). There are approximately 586 kilometres of PROW, broken down into 525km of footpaths, 39km of bridleways and 22km of restricted byways. This includes prominent routes such as the Wales Coast Path, the Great Glamorgan Way, the Vale Trails, and the Millennium Heritage Trail.

Recreational Space

- 3.68 Since the adoption of the LDP in 2017 9.32ha of open space has been provided on allocated development sites and 1.57ha of this was delivered at the Barry Waterfront strategic site.
- 3.69 An Open Space Background Paper has been prepared providing greater detail on the provision on recreational space. It also reviews, children's play space, allotment, and cemetery provision. The Green Infrastructure Assessment is also relevant, providing a qualitative review.
- 3.70 An audit of open space in the Vale of Glamorgan identified a total of approximately 2,045 hectares of open space, broken down into the following categories:
 - 35 public parks and gardens, totalling 252.82 hectares
 - 113 natural and semi-natural greenspaces, totalling 794.01 hectares
 - 138 outdoor sports facilities, totalling 838 hectares
 - 394 amenity greenspace areas, totalling 111.13 hectares
 - 184 children and young people's spaces, totalling 11.44 hectares
 - 64 cemeteries and churchyards, totalling 37.61 hectares

3.71 The Open Space Background Paper found that, despite some deficiencies in the provision of public parks and gardens, the current open space standards are appropriate and should be maintained. Current standards were also found to be appropriate for provision of outdoor sports facilities, allotments and community gardens, and amenity green space, and should all be maintained.

3.72 The Open Space Background Paper found that the standards of provision for public parks and gardens, outdoor sports facilities, allotments and community gardens, and amenity green spaces are all appropriate and should be maintained for the RLDP.

Children's Play Space

3.73 An audit of open space provision in the Vale of Glamorgan identified 174 sites for children and young people, totalling 11.44 hectares. This includes 75 Local Areas of Play, (LAP) 47 Local Equipped Areas for Play (LEAP), 15 Neighbourhood Equipped Areas for Play (NEAP), 19 Multi Use Games Areas (MUGA), 10 Play Areas and 8 Skateboard Parks.

3.74 Since the adoption of the LDP in 2017 1 NEAP, 1 MUGA, 3 LEAPs and 25 LAPs have been delivered on allocated development sites. this includes 1 NEAP 1 MUGA and 4 LAPs at Barry Waterfront.

Allotments

3.75 There are 27 allotments in the Vale of Glamorgan and 10 of these are operated by the Council. In total, on Council operated sites, 449 plots are provided across the Vale of Glamorgan.

Future Provision of Open Space

3.76 Policy CI1 of the RLDP sets out that all new residential development with a net gain of 10 or more dwellings will be required to provide well-designed, accessible useable open space provision in accordance with the following benchmark open space minimum standards per 1000 population:

- 0.55 Ha of play space (12.4m² per dwelling)
- 2.2 Ha of additional open space including community growing spaces, outdoor sports and informal open space provision (49.8m² per dwelling)

3.77 For major commercial developments (1ha or more or a floorspace of 1,000m²), provision should be made of 6m² per full time equivalent employee.

3.78 The policy states that areas of open space will normally be required to be provided on-site as part of new development proposals. Where it is not practical to make provision on-site, appropriate off-site provision or financial

contributions for improvements to existing facilities will be required in lieu of on-site play, outdoor sports provision or amenity greenspace.

- 3.79 An Open Space Strategy will be required to be submitted for all housing and commercial developments that meet the thresholds.
- 3.80 The RLDP identifies the Open Space requirements on a site specific basis for key site allocations.

Burial Land

- 3.81 The Burial Land Review background paper provides an update to previous studies from 2008 and 2013 on burial land and facilities in the Vale of Glamorgan. The paper assesses the current capacity of burial facilities and determines whether a new policy or site allocation is needed for the RLDP.
- 3.82 The paper considers the findings from previous studies are still largely relevant, though more current data is needed. Town and Community Councils were therefore asked to provide details on annual burials and cremations, current capacity, and potential areas for expansion.
- 3.83 The study concludes that, whilst there has been an increase in the number of cremations, burial land is limited, and new burial capacity is required by the end of the plan period. It specifically recommends an extension to Porthkerry Cemetery, along with other potential expansions throughout the Vale. As a result, a specific burial land policy has been proposed for the RLDP to safeguard land for this purpose and guide future proposals, with a criteria-based policy setting out the key considerations for future burial land.
- 3.84 It is acknowledged that some residents may use burial facilities in neighbouring areas, however the paper focuses on the capacity of existing sites within the Vale itself, based on the new information provided by the Town and Community Councils.
- 3.85 An audit of provision of open space in the Vale of Glamorgan identified 7 cemeteries covering 18.89 hectares, 56 churchyards covering 13.97 hectares and 1 green burial site of 4.74 hectares, totalling 37.61 hectares.

Community Facilities

- 3.86 The Community Facilities Background Paper provides a review of existing Council owned community facilities provision. The paper assesses community buildings, libraries, and sports facilities to identify current provision levels, quality, and accessibility, and to forecast future demand based on a projected population increase from the planned housing growth detailed in the RLDP. To do this, the paper includes both a quantitative and a qualitative assessment of existing provision. The findings will inform planning contributions and infrastructure requirements for new community facilities.

3.87 The quantitative survey findings found that overall, the Vale maintains a surplus of community space, based on a facility-to-population ratio, with existing facilities exceeding the recommended standards. However, the findings also identify localised shortfalls in Barry wards (Castleland and Court) and the Penarth ward of Cornerswell. Furthermore, the planned housing growth of 7,890 dwellings by 2036 is forecast to generate new shortfalls in the Barry ward of Iltyd and the Penarth wards of Plymouth and Cornerswell.

3.88 Regarding libraries, there are currently 9 libraries in the Vale of Glamorgan, consisting of 4 Council run libraries and 5 community managed libraries.

3.89 A qualitative assessment of facilities has been undertaken consisted of a community facilities survey that was sent to the contacts for 78 community buildings to complete. Whilst response rates were relatively low, it indicated that some facilities that required significant works and improvements over the next five years.

3.90 The primary issues identified in existing buildings are the need for renovations to address storage and amenity needs, and new accessibility features (such as hearing loops and stairlifts). There is also an identified need to improve energy efficiency of these buildings.

Environmental Management

Flooding and Drainage

3.91 As a Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010, the Vale of Glamorgan is responsible for managing flood risks from surface water, groundwater, ordinary watercourses, and rivers and the sea. The county includes several areas where these flood risks are a concern.

3.92 JBA were commissioned to produce a Strategic Flood Consequences Assessment (SFCA) to contribute to the RLDP evidence base. The SFCA covers eleven local planning authorities in South East Wales, including the Vale of Glamorgan Council. The study brings together existing information to provide a high-level assessment of potential flood risk from all sources. It identifies areas at potential high risk from flooding and includes details of historical flood events and existing flood risk management procedures.

3.93 Natural Resources Wales (NRW) provides biannual updates to the Flood Maps for Planning, which will need to be considered as the Plan progresses and during the planning application stage. The Council has worked closely with NRW throughout the Replacement Local Development Plan (RLDP) process and will continue this collaboration to ensure that any flood risks and consequences can be managed in line with both the RLDP's and national planning policies.

3.94 A Flooding Background Paper has been prepared to consider the potential flood risk associated with all allocations for built development in the RLDP. This includes flooding from surface water, small watercourses, rivers and the sea.

Sustainable Drainage Systems

3.95 As of 7th January 2019, the use of Sustainable Drainage Systems (SuDS) must be an integral part of any new development. This was implemented through Schedule 3 of the Flood and Water Management Act 2010, which requires new developments with a construction area of 100 square metres or more, or more than one dwelling, to have a compliant SuDS. This is to ensure proper management of surface water discharges, as well as to enhance water quality, amenity, and biodiversity.

3.96 The Act establishes the Vale of Glamorgan Council as a SuDS Approving Body (SAB), giving it the statutory responsibility for approving, and in some cases, adopting and maintaining these approved drainage systems. As the SuDS approval process is independent of the planning process, site developers of allocated sites have engaged in discussions with the Flooding and Drainage Team. This ensures that both planning and SuDS requirements are considered in combination, as the implementation of SuDS directly influences the overall site layout and masterplan.

3.97 To provide effective long-term drainage, developers will also need to make arrangements for the future maintenance of SuDS and associated watercourses. The adoption and maintenance costs of these features are managed through the SAB approval procedure and its associated legal agreements. Further discussions will take place as the sites progress. However an assumption has been includes within site specific viabilities for the ongoing adoption and maintenance of drainage features.

Utilities

3.98 Ensuring timely access to essential utilities is crucial for any community. These utilities, which include water, sewerage, electricity, and broadband, must be provided in a timely manner to meet the needs of the communities they serve.

Clean Water

3.99 Dwr Cymru Welsh Water (DCWW) is the statutory water and sewerage undertaker that serves the Vale of Glamorgan and the majority of Wales. DCWW works with the Council to ensure that adequate infrastructure is in place to serve new development and relies on the planning process to protect its assets and existing customers.

3.100 Capital investment in water and sewerage infrastructure is managed in 5-year Asset Management Plans (AMPs). The AMP7 period runs from 2020 to 2025, while AMP8 covers 2025-2030. The AMP delivers essential infrastructure investment from an operational and maintenance perspective and seeks to ensure appropriate investment is undertaken to provide capacity for new development and growth.

3.101 For example, in Llanmaes, work was carried out during AMP7 to improve the wastewater network and reduce the risk of internal sewer flooding. This was achieved by using both traditional and innovative sewer lining techniques to seal and reline parts of the network, which also helped minimise disruption to the community.

3.102 For clean water supply, the Vale is mainly split between both the Tywi Conjunctive Use System (CUS) Area and the Sluvad / Court Farm / Llwynon Water Resource Zones (WRZ). A small area in the north of the Vale is also within the Pontsticill Low Level WRZ. Water is extracted from sources within these areas to provide supply to homes and businesses. Welsh Water's Final Water Resources Management Plan (2019) which looks ahead to 2050 does not anticipate there being any significant concerns in any of these WRZs during the RLDP period.

3.103 Where a new development requires infrastructure upgrades that are not part of a planned AMP, the developer is responsible for funding the necessary reinforcement works. This can be done via the Water Industry Act 1991 or through Planning Obligation Agreements (Section 106).

Foul Water

3.104 Sewerage capacity should be utilised for foul-only flows from development sites as surface water entering sewerage networks can take up significant capacity, and Sustainable Urban Drainage Systems (SuDS) are an important mechanism to prevent surface water from consuming valuable sewerage capacity, ensuring sustainable water management. To manage the impact of new developments, specific assessments are required: a Hydraulic Modelling Assessment (HMA) and a Development Impact Assessment (DIA). A HMA is required for large development sites to determine if existing water or sewerage network has sufficient capacity, while a DIA is a feasibility study that may be required for a Wastewater Treatment Works (WwTW) if there are any capacity constraints.

3.105 Capacity may not exist within the existing sewerage network to accommodate foul flows from some of the proposed RLDP sites, and HMAs would need to be undertaken to identify required infrastructure reinforcement work, and to identify potential connection points. These assessments can cost between £5,000 and £50,000, in addition to the cost of the identified solution. Developers can fund these improvements through a requisition process, where DCWW's income from new customers over 12 years can offset the developer's costs.

3.106 There are 15 Waste Water Treatment Works serving the Vale of Glamorgan. These range in scale from Cog Moors WWTW, which has significant capacity and serves the majority of the eastern Vale and parts of western Cardiff, to works that serve rural hamlets, such as Leckwith WWTW, which serves 16 properties.

3.107 Not every settlement in the County is served by its own Wastewater Treatment Works (WwTW), the catchment areas of some WwTW cover numerous settlements therefore the impact on any WwTW will be dependent on the amount of growth within the individual WwTW catchment area.

3.108 If there are capacity constraints at a WwTW and no capacity improvements are planned within the current AMP, it may be necessary for a DIA feasibility study to determine any improvement works required at the WwTW to accommodate the development site. The DIA determines any improvement works required at the WwTW to accommodate the development site. Where possible, delivery of any solutions can be controlled as part of the planning process and dependent on the progress of the DIA, appropriate planning conditions could be imposed on planning decision notices to ensure that the outcomes of the assessment can be delivered as part of any planning permission.

3.109 If an upgrade is not planned in DCWW's investment programme, developers may need to fund a DIA to assess and identify solutions for WwTW capacity issues. A DIA is paid at the expense of the developer and costs similar to a HMA (approx. £5,000 - £50,000). If WwTW upgrades are required, they cannot be funded through requisition process and instead require developers' contribution via a S106 agreement.

Gas and Electricity

3.110 National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. Figure 1 identifies the NGET assets are located within the Vale of Glamorgan. Beneath the transmission system exists distribution, which transfers electricity to homes. National Grid Electrical Distribution (NGED) owns and is responsible for electrical distribution apparatus within the Vale of Glamorgan and is the licensed network operator with statutory duties and powers.

3.111 Most of the electricity within the Vale's system is supplied by the National Grid, accounting for 47% of total electricity consumed. Biomass, ground PV and sewage gas generate 37%, 13% and 2.0% respectively. Almost all electricity is used for electricity demand (i.e. not heat or transport).

Asset Description
XM ROUTE: 275Kv Overhead Transmission Line route: ABERTHAW - CARDIFF EAST - PYLE
ZZB ROUTE: 275Kv Overhead Transmission Line route: ABERTHAW - UPPER BOAT 1
ZZS ROUTE: 275Kv Overhead Transmission Line route: ABERTHAW - CARDIFF EAST - PYLE
LL ROUTE: 275Kv Overhead Transmission Line route: ABERTHAW - TREMORFA
Electrical Substation: ABTH1
Electrical Substation: ABTH2
275Kv Underground Cable route: ABERTHAW 275KV S/S
Electrical Substation: COWB2

Figure 1: NGET assets within the Vale of Glamorgan

3.112 National Gas Transmission owns and operates the high-pressure gas transmission system across the UK, including the Vale. Wales and West Utilities then act as the distributor, transferring gas to homes and businesses.

3.113 Heating comprises the largest component of energy demand, accounting for 36% of total energy across the Vale of Glamorgan. Due to the high penetration of the gas network in the Vale of Glamorgan, a high percentage of heating (69%) is delivered by gas, providing a total gas demand of 743GWh. The remaining heat demand is provided by other fuels such as oil, biomass and coal.

Vale of Glamorgan Local Area Energy Plan

3.114 The Vale of Glamorgan Local Area Energy Plan (LAEP) provides detail on the current and future energy systems within the Vale, including the gas and electricity network. The LAEP sets out a strategy to achieve a zero-carbon local energy system for the county by 2050, and was developed in collaboration with other local authorities across the CCR.

3.115 The plan aims to identify local and regional renewable energy opportunities and projects, ensuring the Vale of Glamorgan plays a leadership role in the transition to renewable energy. The LAEP requires collaboration across a wide range of stakeholders, including national government, the energy sector, local industry, and the community. The overall vision is aimed at 'shaping a future where energy is clean, accessible, and equitable for all residents and businesses, and considerate of future generations.'

3.116 The LAEP focuses on local energy infrastructure, supply, and demand, while explicitly excluding non-local sources like shipping, aviation, and rail, as well as non-energy-related emissions such as those from industrial processes, agriculture and livestock. Its actions are guided by the Vale of Glamorgan's twelve energy objectives, which include maximising reduction in carbon

emission, supporting the Council's own Project Zero goal of being Net Zero by 2030, increasing energy efficiency to reduce energy demand, and increasing the electrification of the transport system. To achieve these goals, the plan models various future energy scenarios and identifies five energy propositions to deliver the objectives, such as making homes low carbon, adopting onshore renewables, and transition the gas networks.

Broadband

3.117 The Vale has full broadband coverage and the second-best coverage of full-fibre coverage in Wales with 77%. There is a variance between urban and rural areas, with 84% coverage in urban areas and 58% in rural.

Planning Contributions and Obligations

3.118 The infrastructure requirements for each site varies, but all pertain to the specific needs for bringing the allocated sites forward for development. While some requirements relate to on-site provisions, others may entail off-site contributions to facilities directly linked to the development, notably in relation to education, recreation, and open spaces. Commuted sums may be required as a contribution toward the future maintenance of any assets that are to be adopted or transferred to the Council. These assets include, but are not limited to, green infrastructure, recreation and open space, and nature recovery initiatives.

3.119 A Section 106 (S106) agreement is a legal agreement between a local planning authority and a developer. These agreements, which are a part of the Town and Country Planning Act 1990, are used to mitigate the impacts of a new development. They are typically applied to larger developments that are expected to have a significant effect on the local area and its existing infrastructure. An S106 agreement ensures that a development, which might otherwise be unacceptable in planning terms, can proceed by securing contributions from the developer to offset its impact.

3.120 S106 agreements can secure both financial contributions and non-financial obligations from developers. These funds are specifically used to deliver or improve infrastructure and services that are needed as a result of the new development. This can include, but is not limited to:

- Affordable housing
- Education
- Public open spaces and play areas
- Recreational facilities and sports pitches
- Transport improvements, such as new roads, footpaths, or cycle routes

- Healthcare facilities

3.121 The Council will negotiate obligations where these are necessary, relevant to planning, directly related to the proposed development and reasonable in all other respects. Further guidance on the use of planning obligations is provided in PPW12 and Welsh Office Circular 13/97 Planning Obligations.

4 Conclusion

- 4.1 The Infrastructure Delivery Plan (IDP) serves as a technical evidence base for the Vale of Glamorgan Replacement Local Development Plan (RLDP) 2021-2036. Its function is to align housing and employment growth with the necessary infrastructure requirements.
- 4.2 The paper has provided an overview of the Vale of Glamorgan's existing infrastructure at the time of writing, covering the significant progress made during the adopted LDP plan period (2011-2026), such as the delivery of major highway improvements like the Five Mile Lane project and the completion of net-zero schools such as South Point Primary. Addressing future infrastructure needs, the IDP looks to a model shift of transport towards active travel and public transport, supported by national planning policy and regional priority projects.
- 4.3 The plan outlines the requirements for education and healthcare provision for the RLDP to address, to ensure that new developments do not overburden existing services. The use of Section 106 agreements remains an important mechanism for securing developer contributions to mitigate the impact of growth and provide essential facilities such as affordable housing and green infrastructure.
- 4.4 The identified infrastructure, covered in Appendix B, is the result of extensive collaboration with key internal and external stakeholders, including but not limited to transport stakeholders, public health and emergency services, and utility providers.
- 4.5 In conclusion, the IDP provides the necessary framework to unlock development sites while contributing to the well-being of both new and existing residents. It remains a "living document" that will be regularly updated to monitor progress and adapt to the evolving needs of the Vale of Glamorgan, ensuring the successful delivery of the RLDP's vision for a resilient, greener, and more connected Vale.

Appendix A – Summary of Annual S106 Agreements

	Public Open Space	Sustainable Transport	Educational Facilities	Community Facilities	Public Art
2017/18	<ul style="list-style-type: none"> • Replacing the existing play area with new equipment and associated works at Wordsworth Park, Penarth • Replacing the existing play area at Trebeferad, Llantwit Major 4 - Replacing the existing play area with new equipment and associated works at Badgers Brook, Ystradownen • Works to upgrade the multi-use games area at Jenner Park Primary School • Improvements at the Bear Field, Cowbridge • Improvements to Lower Gladstone Gardens, Barry – • Preliminary works and feasibility undertaken to implement new play 	<ul style="list-style-type: none"> • Pedestrian and cycling improvements at High Street / Broad Street Barry • Harbour Road cycleway scheme - phase five • Footpath improvements in the villages of Wenvoe and Dinas Powys • Completion of Port Road cycle scheme • Cycle stands and associated works at Llandough Primary School • Green links Community Transport 	<ul style="list-style-type: none"> • Completion of Llantwit Learning Community • Completion of the new nursery at St. Brides Major Primary School; • Initial feasibility for St. Joseph's Nursery and Education Intervention Base Unit • Initial feasibility for a new nursery at Wick Primary and remodelling the building 	<ul style="list-style-type: none"> • Purchasing equipment for Dinas Powys Library and Activity Centre, including a catering appliance and IT equipment. • Preliminary work undertaken for a new extension to Wenvoe Community Centre to accommodate the library and to create a multi-functional hub 	<ul style="list-style-type: none"> • The planning obligation requirements secured this year have also included 'in-kind' obligations such as provision of public art.

Appendix A – Summary of Annual S106 Agreements

	<p>facilities and upgrade numerous parks across the Vale of Glamorgan in 2018/19 and 2019/20 (this list is not exhaustive), including: Paget Road, Penarth; Ceri Road, Rhoose; a new community garden project at Oakfield Primary School and Ysgol Gwaun Y Nant; Louther Place, St. Athan; Batts Field, Barry; Fferm Goch, Llangan; Dochdwy Road, Llandough.</p>				
2018/19	<ul style="list-style-type: none"> Upgrading the multi-use games area and play area at Paget Road, Penarth; Upgrading the play area and installing a multi-use games area at Louther Place, St. Athan; Upgrading the play area at Fferm Goch, Llangan (incorporating Public Art); 	<ul style="list-style-type: none"> Pedestrian and cyclist improvements between St. Joseph's Primary School and Ash Path; Improvements to walking and cycling infrastructure along Porthkerry Road, Rhoose (Phase 1); Improvements to footways throughout the Main Road in Ogmore by Sea; 	<ul style="list-style-type: none"> Project under construction for new nursery at St. Joseph's RC Primary School and Education Intervention Base Unit; Project under construction for a new nursery at Wick Primary School; Consultation on multiple 21st 	<ul style="list-style-type: none"> A contribution towards the extension at Ystradowen Village Hall; A contribution towards enhancements at Wick Village Hall; A contribution towards enhancements to Glyndwr Hall; 	<ul style="list-style-type: none"> The planning obligation requirements secured this year have also included 'in-kind' obligations such as provision of public art. Section 106 Public Art monies from Penarth Heights, for groups specifically in Penarth to bid for.

Appendix A – Summary of Annual S106 Agreements

	<ul style="list-style-type: none"> Upgrading the play area at Dochdwy Road, Llandough; Upgrading the play area at Ceri Road, Rhoose; Enhancements to the Celtic Way tennis courts, Rhoose; Upgrading the play area at Batts Field, Barry; Provision of an Outdoor Learning Area for Oakfield Primary and Ysgol Gwaun Y Nant. 	<ul style="list-style-type: none"> Pedestrian access improvements at Cogan Primary School; Provision of a grant to East Vale Community Transport to purchase a new mini-bus to provide community transport; 	<p>Century Band B Projects, including the proposal to reconfigure primary education in the Western Vale; expand Ysgol Sant Baruc and transfer to Barry Waterfront; the proposal to expand and re-build St David's Church in Wales Primary School; and the proposal to expand and re-build a new school at St Nicholas Church in Wales Primary School.</p>	<ul style="list-style-type: none"> Design and feasibility is being undertaken for the Creatorspace at Penarth Library. 	<p>The Section 106 monies can therefore support schemes for "Public Art" on site; within the vicinity of Penarth Heights, or the wider area of Penarth.</p>
2019/20	<ul style="list-style-type: none"> Upgrading the play area at Twyn Yr Odyn; Upgrading the play area in Colwinston; Environmental improvements at the open space at Maes Dyfan; Implementation of a new concrete skate park at Cogan Playing Fields, Penarth; 	<ul style="list-style-type: none"> Implementation of a new bus stop and shelter in Ystradown; Enhancements to footways in Ystradown, including dropped kerbs and uncontrolled crossings. 	<ul style="list-style-type: none"> Completion of new nursery at St. Joseph's RC Primary School and Education Intervention Base Unit; a new demountable classroom at St. Andrews Primary 	<ul style="list-style-type: none"> Implementation of the Community POD, Penarth; Works undertaken to Wick Pavilion 	<ul style="list-style-type: none"> Implementation of art works, "Penarth Skytown" at the entranceway to The Dingle Open Space; Implementation of art works as part of the new concrete skate park at Penarth Leisure Centre;

Appendix A – Summary of Annual S106 Agreements

<ul style="list-style-type: none"> Upgrading and expanding the play area at the Murch, Dinas Powys; Commencement of works to upgrade and expand the play area at The Grange, Wenvoe - outbreak prevented the full completion of this scheme within 2019/20.; commencement of works on a new multi-use games area at King George V Playing Fields (also known as Lewis Playing Fields), Llandough. Covid-19 outbreak prevented the full completion of this scheme within 2019/20. new railings and biodiversity enhancements at The Dingle Open Space, Penarth (alongside Public Art entranceway project) 	<ul style="list-style-type: none"> Funding for Greenlinks and Community Transport; Footpath enhancement scheme in Ffwrn Goch, Llangan; 4 Pedestrian improvements on Old Port Road outside of Gwenfro Primary School to improve crossing, and new ramped access to The Grange play area; Improvements to footways throughout Ogmore by Sea; Safety improvements at bus stop outside of St. Bride's Major Primary School; Improvements at Windsor Road/Plassey Street roundabout junction for walking and cycling; 	<p>School, Dinas Powys;</p> <ul style="list-style-type: none"> improvements at Dinas Powys Primary School; Completion of a new nursery at Wick Primary School and internal remodelling; Significant progress has been made and S106 has been spent on several 21st Century Band B Projects, including the proposal to reconfigure primary education in the Western Vale; the proposal to expand and re-build St David's Church in Wales Primary School; the proposal to expand and re-build a new school at St Nicholas Church in Wales Primary School. 		<ul style="list-style-type: none"> Artists have been commissioned for community art works at Arcot Triangle and Paget Road, and consultation and feasibility is underway, with implementation expected in 2020/21. The participative arts activities for older people, being managed by the Culture and Community Learning Manager, has commenced.
--	--	--	--	--

Appendix A – Summary of Annual S106 Agreements

		<ul style="list-style-type: none"> • Partial implementation of a cycle hire scheme in Penarth - Covid-19 outbreak prevented the full completion of this scheme within 2019/20; • Implementation of a footpath link on Pen Y Turnpike Road, Dinas Powys. 			
2020/21	<ul style="list-style-type: none"> • New interactive unit in Central Park, Barry; • Upgraded play area at The Grange, Wenvoe; • A new multi-use games area at King George V Playing Fields (also known as Lewis Playing Fields), Llandough; • A new multi-use games area at Wick Playing Fields; • Tree planting scheme across Penarth. 	<ul style="list-style-type: none"> • A new traffic-light controlled crossing in Wick; • Active Travel enhancements in St. Athan; • New crossings and footpath improvements in Dinas Powys (Murch Road/Castle Drive) • Funding for Greenlinks and Community Transport; • Improvements to footways and to the Coastal Path in Ogmore by Sea; 	<p>Significant progress has been made and S106 has been spent on several 21st Century Band B Projects, including:</p> <ul style="list-style-type: none"> • works starting on site to reconfigure primary education in the Western Vale; • the proposal to expand and re-build St David's Church in Wales Primary School, and • expansion of Ysgol Gymraeg Bro Morgannwg. 	<ul style="list-style-type: none"> • The Council has been successful in a bid to Lottery for funding to increase the budget available for Belle Vue Pavilion. Planning application submitted and design work on-going. 	<ul style="list-style-type: none"> • Artists have been commissioned for community art works at Arcot Triangle, Paget Road and the Dingle Park (Phase II). COVID19 halted the projects at the start of 2020/21, however, the projects have now moved towards online consultation, and detailed design is being undertaken. Installation will be in 2021/22.

Appendix A – Summary of Annual S106 Agreements

		<ul style="list-style-type: none"> • Pedestrian improvements along Treharne Road, Barry; • New bus shelters on A48 near Culverhouse Cross. • Design and feasibility being undertaken for works in Rhoose 			
2021/22	<ul style="list-style-type: none"> • Central Park – upgrade to play area and multi-use games area completed. • Belle Vue play area, Penarth – upgrade to play area and repair works to art sculpture completed. • Clos Tyniad/Clos Peiriant Play Area, Barry - upgrade to play area and associated landscaping completed. • Pencoedtre Park – tree planting, wildflower planting and improvements to 	<ul style="list-style-type: none"> • 20mph scheme in Aberthin – installation completed. • New footpath in Colwinston, between St. David's Primary and the play area/community centre - installation completed. • New footpath in Wick - installation completed. • New footpath within the park at The Grange, Wenvoe – completed. • Work has commenced on site at Caerleon Road for a new footpath. 	<ul style="list-style-type: none"> • Whitmore High School – Redevelopment project. New School building completed with 1,100 pupil capacity. External landscaping works ongoing, only grass laying outstanding. • Pencoedtre High School – Redevelopment project. New School building completed and operational with 1,100 pupil capacity. Demolition works completed on old school building and site clearance 	<ul style="list-style-type: none"> • Construction is due to commence on site in June 2022, to replace Belle Vue Pavilion. • A new outdoor facility is nearing completion at Barry Leisure Centre. 	<ul style="list-style-type: none"> • Artist, David Mackie, has completed the installation of public art at Arcot Street Triangle, in consultation with residents living in proximity. • A new multi-functional “Creatorspace” has been completed in Penarth Library, to enable artwork to be created using technology such as 3D printing, laser cutting, sublimation

Appendix A – Summary of Annual S106 Agreements

	<p>the environment completed.</p> <ul style="list-style-type: none"> • The Knap Gardens – biodiversity and environmental enhancements, including tree planting, completed. 	<ul style="list-style-type: none"> • New cycle stand at Rivermouth Car Park in Ogmore by Sea installation completed; and • Funding for Greenlinks and Community Transport. 	<p>underway. External landscaping outstanding.</p> <ul style="list-style-type: none"> • Ysgol Bro Morgannwg – Refurbishment and extension project to provide 1,660 pupil capacity. Works completed. Snagging period ongoing. • St David's C/W Primary – Redevelopment project. School completed with 210 pupil capacity and 48 nursery part-time places. Minor external works ongoing. • South Point Primary School – New school development. School building complete and operational with 210 pupil capacity and 48 nursery part-time places. First net 		<p>printing and vistal and sound design.</p> <ul style="list-style-type: none"> • A multi-disciplinary consultancy, Aberrant Architecture, has been appointed, and consultation, feasibility and design work has commenced for the replacement of the historic shelter, Cliff Hill, Penarth. Due to be installed in 2022. • Artist, David Mackie, has been appointed, and consultation, feasibility and design work has been undertaken, for public art within the Dingle Park. The scheme is currently being fabricated and due to be installed in Summer 2022. • The Friends of Seel Park, Dinas
--	---	--	--	--	---

Appendix A – Summary of Annual S106 Agreements

			<p>zero carbon in operation school in Wales. Snagging period for project ongoing.</p> <ul style="list-style-type: none">• Barry Waterfront (primary school being delivered by development consortium) – New school development for Welsh Medium provision for 420 pupil places and 96 part-time nursery places. Construction started in January 2022. Work progressing.• Cowbridge Primary – New school development for 210 pupil capacity and 48 part-time nursery places. Site preparation underway.• St. Nicholas C/W Primary – Redevelopment project for 126 pupil capacity and 24		<p>Powys, have chosen a bespoke play area installation with integrated art, to be installed at Seel Park, in August 2022.</p>
--	--	--	--	--	---

Appendix A – Summary of Annual S106 Agreements

			<p>part-time nursery places. Planning permission granted. Predicted start date on site in September / October 2022.</p> <ul style="list-style-type: none"> • Ysgol Y Deri – New school development project for 150 places. Outline planning application under consideration. • Centre for Learning and Wellbeing – New school development for ALN provision for 60 places. Site preparation underway. 		
2022/23	<ul style="list-style-type: none"> • Windmill Lane, Llantwit Major – an upgraded play area completed. • The Grange Public Open Space, Wenvoe – bulb planting completed. • St. Cyres Park / St. David's Crescent, 	<ul style="list-style-type: none"> • Comprehensive pedestrian / cycling improvement scheme in Rhoose - completed. • New footpath installed in Colwinston, providing a link between village hall, play area, and 	<ul style="list-style-type: none"> • S106 has contributed towards several 21st Century Band B (renamed Sustainable Communities for Learning – Band B) projects in 2022/23. Schemes have been 	<ul style="list-style-type: none"> • Replacement of Belle Vue Pavilion in Penarth completed in July 2023. - New outdoor sports facility at Barry Leisure Centre completed. 	<ul style="list-style-type: none"> • New replacement shelter, Cliff Hill, Penarth - completed. • New bench incorporating public art at Dingle Park, Penarth completed in Summer 2022.

Appendix A – Summary of Annual S106 Agreements

	<p>Penarth – upgraded play area completed.</p> <ul style="list-style-type: none"> • Pencoedtre playing fields – new tree planting completed. 	<p>St. David's Primary School – completed.</p> <ul style="list-style-type: none"> • Pavement improvement works near Premier Inn, Barry - completed. • New bus shelter on Pen Y Lan Road, Llandough – installation completed. • Footpath improvements near St. Cyres Park, Penarth – completed. • Dropped kerb / tactile paving scheme in the vicinity of Woodlands Road, Barry and replacement bench near Barry library - completed. • New footpath to provide access to new play area at Caerleon Road, Dinas Powys - completed. • Installation of new bike pump / repair 	<p>completed at Whitmore High School, Pencoedtre High School, Ysgol Bro Morgannwg, St. David's C/W Primary School and South Point Primary School. An update is provided below of the schools near completion/under construction: Barry Waterfront/Ysgol St Baruc (primary school being delivered by development consortium). New school development for Welsh Medium provision for 420 pupil places and 96 part-time nursery places.</p> <ul style="list-style-type: none"> • Cowbridge Primary – New school development for 210 pupil capacity and 48 part-time nursery places. Project completed end of 	<ul style="list-style-type: none"> • Improvements to St. Athan Community Centre – completed. • A community consultation on a proposed outdoor gym facility at Station Road East, Wenvoe was undertaken in 2022/23. Work is due to commence on site in August 2023. • A community consultation on a new outdoor fitness equipment at Louther Place, St. Athan was undertaken in Spring 2023. The tender for the supply and installation of new equipment is due to be undertaken in Summer 2023. Completion of this project is 	<ul style="list-style-type: none"> • New bespoke play area with integrated art works at Seel Park, Dinas Powys completed. • Paget Road interpretation panels completed.
--	---	--	--	--	---

Appendix A – Summary of Annual S106 Agreements

		<p>station, Ogmore by Sea – completed.</p> <ul style="list-style-type: none"> • Street lighting improvement schemes, Llantwit Major- completed. • Bus stop enhancements, Llantwit Major – completed. • Funding for Greenlinks and Community Transport 	<p>June and will be operational for September 2023.</p> <ul style="list-style-type: none"> • St. Nicholas C/W Primary – Redevelopment project for 126 pupil capacity and 24 part-time nursery places. Planning permission granted. Project under construction and building to be completed by October 2023 with phase 2 work to be completed by March 2024. • Ysgol Y Deri Phase II – New school development project for 150 places. Project started on site in July 2023. • Centre for Learning and Wellbeing – New school development for ALN provision for 60 places. Project 	<p>anticipated in 2023/24.</p> <ul style="list-style-type: none"> • A community consultation on Celtic Way Park, Rhoose improvements was undertaken in June 2023. Completion of this project is anticipated in 2024/25. 	
--	--	--	---	--	--

Appendix A – Summary of Annual S106 Agreements

			completed in July 2023.		
2023/24	<ul style="list-style-type: none"> • Replacement benches and bin on Dinas Powys Common. • Extension to footpath at Seel Park play area, Dinas Powys • Additional tree planting at Central Park, Barry • Additional tree planting at Pencoedtre Park, Barry • Replacement benches at Chickenwood Park, Barry • Interpretation panels and entrance signs at Upper and Lower Gladstone Gardens, Barry 	<ul style="list-style-type: none"> • £1 fare scheme on 303 bus service during Summer school holidays 2023 • Pedestrian improvements to rear of Jenner Park, Barry • Pedestrian improvements within and adjoining Lower Gladstone Gardens, Barry • Pedestrian improvements on Gladstone Road near The Memo, Barry • New benches in various locations in and around St. Nicholas • New bike pump / repair stations in St. Nicholas and Llanmaes • Additional street lighting on Llanmaes Road, Llantwit Major • Repairs to the Boardwalk, Cowbridge 	<ul style="list-style-type: none"> • Barry Waterfront (primary school delivered by development consortium) – New school development for Welsh medium provision with 420 pupil places and 96 part-time nursery places. Project now completed. • St. Nicholas Church in Wales Primary School – Redevelopment project for 126 pupil capacity and 24 part-time nursery places. Project now completed. • Ysgol Y Deri Expansion – New school development project for 150 pupil places. Project started on site in April 2024. • St. Richard Gwyn Roman Catholic 	<ul style="list-style-type: none"> • New outdoor fitness equipment and new tennis court fencing at Station Road East, Wenvoe • Renewal of tennis court fencing and refurbishment of posts at Station Road East, Wenvoe • New outdoor fitness equipment at Louther Place, St. Athan • New tree, bulb and wild flower planting at Celtic Way Park, Rhoose • New play equipment installed at Drylla play area, Dinas Powys 	<ul style="list-style-type: none"> • New flower and sport themed murals completed in Lower and Upper Gladstone Gardens, Barry • New artist designed stained glass windows installed in the façade of the former St. Paul's Church, Penarth • ‘Bee Hapus’ living public art community garden completed at Heritage Gate development, Llantwit Major. • New public art works installed at Clare Gardens, Cowbridge

Appendix A – Summary of Annual S106 Agreements

		<ul style="list-style-type: none"> • New timber bus shelter near Cosmeston Country Park • Funding for Greenlinks and Community Transport 	<p>Comprehensive School – redevelopment project. New school building to provide 1050 pupil capacity plus 60 place Specialist Resource Base. Planning permission granted in April 2024.</p> <ul style="list-style-type: none"> • Ysgol Iolo Morganwg – new school development for Welsh medium provision in north west Cowbridge for 420 pupil places and 96 part-time nursery places. Land transfer completed. 		
2024/25	<ul style="list-style-type: none"> • New community space at Murchfield, Dinas Powys including new basketball / netball court, seating incorporating exercise features, additional tree planting and shrubs (ongoing) 	<ul style="list-style-type: none"> • New toucan crossing on Ffordd Y Mileniwm (near East Quay), Barry Waterfront • Barry wayfinding project • Bilingual signage for Barry Docks transport interchange 	<ul style="list-style-type: none"> • Ysgol Y Deri Expansion - New school development project for 150 pupil places. Project started on site in April 2024. Main contractor originally appointed went into administration in 	<ul style="list-style-type: none"> • New play area and biodiversity enhancements at Celtic Way Park, Rhoose • New outdoor gym near Louther Place, St. Athan • Enhancements to changing rooms 	<ul style="list-style-type: none"> • New artist designed basketball / netball court and community seating at Murchfield Community Space, Dinas Powys (ongoing public art / public open

Appendix A – Summary of Annual S106 Agreements

	<ul style="list-style-type: none"> • Accessibility improvements at Station Road East recreation ground, Wenvoe 4 • Additional tree planting at Plassey Square, Penarth • Additional tree planting and replacement benches at Alexandra Gardens, Barry • Initial work on Sully linear park enhancements (including new play area) 	<ul style="list-style-type: none"> • Pedestrian improvements in Clive Road, Barry • Pedestrian improvements at St. Pauls Avenue, Barry • Pedestrian improvements at Ramsey Road/ Skomer Road, Barry • Pedestrian improvements at Gladstone Gardens, Barry • New cycle shelter for The Engine Room, Barry • Weycock Cross, Barry to Cardiff Airport active travel improvements • Pedestrian improvements at Station Road, Rhoose • Pedestrian improvements near Sully Primary School • New bus shelter near the Old School, Sully 	<p>September 2024. New contractor now appointed and works re-commenced on site in April 2025.</p> <ul style="list-style-type: none"> • St. Richard Gwyn Roman Catholic Comprehensive School – redevelopment project. New school building to provide 1050 pupil capacity plus 60 place 5 Specialist Resource Base. Planning permission granted in April 2024. Main contractor appointed. Works commenced on site in August 2025. • Ysgol Iolo Morganwg – new school development for Welsh medium provision in north west Cowbridge for 420 pupil places and 96 part-time nursery places. 	<p>and toilets at Llantwit Major Leisure Centre</p> <ul style="list-style-type: none"> • New flooring in main hall at Cowbridge Leisure Centre (match funding) • Kitchen enhancements at Glyndwr Hall, Penarth • New and enhanced facilities at Parish Hall, Dinas Powys • New and enhanced facilities at Lee Hall, Dinas Powys • New and enhanced facilities at the Old Library, Dinas Powys 	<p>space scheme) • Artist designed totems at St. Nicholas Primary School (ongoing) • New public art works at Clare Gardens, Cowbridge (ongoing) • New public art sculpture incorporating seating and planting together with separate artist designed seating to be installed within public open spaces at Gwel Yr Ynys, Sully (ongoing).</p>
--	--	---	---	--	--

Appendix A – Summary of Annual S106 Agreements

		<ul style="list-style-type: none"> • New bus shelter, Cosmeston • Shared use signage on Penlan Road, Llandough • Street lighting enhancements at Castle Close, Dinas Powys • Accessibility improvements at Station Road East recreation ground, Wenvoe • Pedestrian improvements in Borough Close, Cowbridge • New cycle shelter Y Bont Faen Primary School, Cowbridge • Upgrades to the boardwalk, Cowbridge • New lighting near Town Hall, Llantwit Major • New benches for St. Nicholas and Colwinston • Funding of 303 bus service 	<p>Land transfer completed. Main contractor appointed for delivery of stage 1 works.</p> <ul style="list-style-type: none"> • Llantwit Major Comprehensive School - main reception area improvement works (completed) • St. Cyres School – Physical and Medical Resource (PMED) Base (ongoing) • Ysgol Pen Y Garth – entrance improvements (completed) • Dinas Powys Junior School – new modular classroom (completed) • Wick and Marcross CIW Primary School – extension (ongoing) • Ysgol Dewi Sant, Llantwit Major – new 		
--	--	--	---	--	--

Appendix A – Summary of Annual S106 Agreements

		<ul style="list-style-type: none">• Cycle parking signage, Ogmore by Sea village hall• Funding for Greenlinks and Community Transport	external canopy (ongoing)		
--	--	--	---------------------------	--	--

5 Appendix B – Infrastructure Delivery Plan

Site Specific Infrastructure Requirements

As part of the Council's detailed Infrastructure Planning, assessments have been undertaken in respect of highway impacts, sustainable transport, education facilities, open space and community facilities. All of these detailed assessments have regard to the housing allocations in the Deposit Plan.

The provision of additional infrastructure will be funded through Section 106 planning obligations and appropriate contributions will be sought to ensure that necessary infrastructure is provided by a developer to address the impact of development on infrastructure. Financial contributions may be sought to fund affordable housing, education, sustainable and public transport services and infrastructure, enhancement of community facilities, having regard to the prevailing situation at the time of the application.

The majority of development sites rely on private sector investment and implementation. Where this is the case private sector developers are expected to fund essential utilities infrastructure.

In addition to the wider strategic implications on the highway network, the Plan has considered initial highway and access issues relating to site allocations. Where there are significant constraints and / or highway improvements required, these are referenced alongside other site-specific issues.

Having regard to detailed site assessments, viability appraisals, and infrastructure planning, the following tables provides a general summary of the key issues associated with each housing allocation and provides an overview of the infrastructure requirements associated for each individual allocation the plan which shall be sought at the formal planning application stage. For sites which have secured planning permission, a summary of the planning contributions is provided.

Planning Application Requirements

In appraising sites for the inclusion in the RLDP, site promoters have submitted a range of supporting information that evidences the deliverability and viability of sites and has informed the initial planning of sites as detailed within the Deposit RLDP.

Nevertheless, at the formal planning application stage developers shall be required to review this information and update where appropriate. Below is a list of the likely evidence that will be required at the planning application stage.

- Pre Application Consultation Report
- Placemaking Statement
- Illustrative Masterplan
- Preliminary Ecological Appraisal
- Development Viability Appraisal
- Green Infrastructure Statement

Appendix B

- Landscape Assessment.
- Agricultural Land Quality Assessment
- Heritage Statement
- Health Impact Assessment
- Transport Assessment
- Drainage Strategy
- Flood Consequence Assessment
- Noise Assessment.
- Air Quality Assessments- these will be required for developments where vehicle generation is ≥ 500 annual average daily traffic. The air quality assessment should also include construction impact assessment for construction traffic and dust generation.
- Hydraulic Modelling Assessment.
- Utilities Study.
- Archaeological Desk Based Assessment
- Geoenvironmental and geotechnical desk study.
- Topographical Study

Appendix B – Infrastructure Requirement for Housing Allocations

INFRASTRUCTURE REQUIREMENTS- KEY HOUSING ALLOCATIONS

Policy: SP4: KS1 North West Barry				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
18.6 hectares	Residential	Allocation	376	2027-2036
Site Description				
<p>The site is located to the south of the A4226 Port Road West and west of residential development on Pontypridd Road and the housing estate of Nant Talwg Way. To the north east of the site, fronting Port Road West is a small number of agricultural and residential buildings, together with a pub/restaurant and hotel. The western boundary of the site is Cwm Ciddy Lane, a single-track lane bordered by robust hedgerows, leading to the listed Cwm Ciddy Farm complex. The lane continues as a public right of way into Porthkerry Country Park. The southern boundary of the site is a broadleaved woodland known as Mill Wood. This is identified as part of a Site of Importance for Nature Conservation (SINC, North East of Knock Man Down Wood) and is also part of Porthkerry Country Park.</p>				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> An assessment of Barry Nant Talwg Sewage Pumping Station (SPS) may be needed to establish development can be accommodated. Hydraulic Modelling Assessment (HMA) required for water supply network and public sewerage network. Access and junction arrangements on to the A4226 and a financial contribution towards strategic highway network enhancements. Safeguard important hedgerows and archaeological features present within the site Development to respect setting of listed buildings adjacent to the site at Cwm Ciddy. 		<ul style="list-style-type: none"> Placemaking and Site Masterplanning. Minimum of 30% Affordable housing Green Infrastructure Strategy. Net Zero Carbon Homes. Sustainable/Active Travel. Net Biodiversity Benefit. 		

<ul style="list-style-type: none"> • Dormice records in locality and potential for otters. Up to date ecological surveys required at planning application stage. • The central part of the site is crossed by a small watercourse and a Flood Consequences Assessment will be required to support a planning application. • Need for 10m buffers to watercourses and retained habitat features. • The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. • Previous desk-based assessment and site visits identified that development would have a major impact on five features, including important hedgerows which form historic boundaries. Archaeological features were also identified. 					
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium secondary and nursery provision, plus Additional Learning Needs provision.	Circa £3,730,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment Welsh Medium schools, denominational schools and English Medium primary.

					This will be reviewed at planning application stage.
Highways	<p>Provision of land across the site frontage to allow for the widening of the A4226 Port Road West and the delivery of an Active Travel route across the frontage of the site as part of the Weycock Cross to Cardiff Airport Active Travel route, as identified in Policy TR1.</p> <p>Creation of a new signalised junction on to the A4226 Port Road West, which will need to accommodate controlled pedestrian/cycle crossing facilities.</p> <p>A contribution towards off-site improvements to the capacity and flow of Weycock Cross roundabout and other junctions on the strategic highways network where necessary.</p>	<p>£ TBC</p> <p>Developer to provide active travel route on frontage and site access and transfer land for widening to VOGC.</p> <p>S106 contribution from developer for off-site improvements.</p>	<p>Developer to deliver access and Active Travel route.</p> <p>VOGC to deliver improvements to junctions on the Strategic Highways Network using s106 contributions.</p>	<p>Prior to first occupation.</p>	<p>Detailed design and road safety audit of strategic highway improvements to be undertaken prior to planning application.</p>

Sustainable Transport/Active Travel	<p>The delivery of an Active Travel route across the frontage of the site along the A4226 Port Road West as part of the Weycock Cross to Cardiff Airport Active Travel route, as identified in Policy TR1</p> <p>Connection to the public right of way to Porthkerry Country Park via Cwm Ciddy Lane.</p> <p>Contribution towards off-site sustainable transport measures in the area.</p>	<p>£TBC</p> <p>Developer to provide Active Travel route and right of way connection.</p> <p>S106 contribution from developer for sustainable transport.</p>	<p>Developer to deliver active travel route along frontage.</p> <p>VOGC to deliver other off-site sustainable transport improvements using s106 contributions.</p>	<p>Prior to first occupation.</p>	
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area.	<p>Circa £665,000</p> <p>S106 contribution from developer.</p>	VOGC	TBC	Exact level and type of provision will be determined at planning application stage.
Recreation and Open Space	To be provided in accordance with the Council's open space requirements, site master planning incorporating measures identified in Policy KS1.	<p>£ TBC</p> <p>Developer to provide on site open space.</p> <p>S106 contribution</p>	Developer/ Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning.

	Transfer of a key area of open space adjacent to Porthkerry Park to the Vale of Glamorgan Council, together with an appropriate financial contribution for management as part of Porthkerry Country Park.	from developer for management as part of park.			
Green Infrastructure	Green infrastructure strategy and specific GI requirements as set out in Policy KS1. GI to be provided onsite as part of detailed masterplanning of the Site	£ TBC Developer	Developer	TBC	To be provided on site. GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing.
Drainage	FCA required as a small part of the site affected by small watercourses and surface water flooding. Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.

Appendix B

Water supply/ sewage	<p>HMA required for water supply network and public sewerage network.</p> <p>An assessment of Barry Nant Talwg Sewage Pumping Station (SPS) may be needed to establish if development can be accommodated.</p>	<p>£ Cost of HMA £5,000 to £50,000*</p> <p>Developer</p>	<p>Developer/ DCWW</p>	<p>TBC</p>	<p>The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.</p>
-------------------------	--	--	----------------------------	------------	--

Policy: SP4: KS2 Land to the North of Dinas Powys, Off Cardiff Road				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
13.3 hectares	Residential	Allocation	250	2027-2036
Site Description				
The site is located to the north of Dinas Powys, and directly north of an existing housing estate with Cardiff Road forming the eastern boundary. To the west, outside the site boundary, is Seel Park woodland, play area and playing field and north west is Mill Farm, comprising a complex of farm buildings. Further north a series of fields extend to the primary settlement of Llandough, some 600m north.				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> Hydraulic Modelling Assessment (HMA) required for water supply network. The site is crossed by an 18" diameter watermain and 1450mm diameter sewer. Developers need to be aware that an easement width would be required. Upgrading of highways, pedestrian and cycle access on to Cardiff Road and linkages to local services, including Eastbrook Station. GCN and bat records in locality and potential for otters. Up to date ecological surveys required at planning application stage. Need for appropriate buffers to watercourses and retained habitat features. Part of the site is crossed by a small watercourse and a Flood Consequences Assessment will be required to support a planning application. The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. Historic Environment Record identifies evidence of significant prehistoric, Medieval and post-Medieval activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. 		<ul style="list-style-type: none"> Placemaking and Site Master planning Minimum of 40% Affordable housing Green Infrastructure Strategy Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit 		

Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium primary, secondary and nursery provision, plus CIW and Additional Learning Needs provision.	Circa £4,320,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment Welsh Medium schools. This will be reviewed at planning application stage.
Highways	A contribution towards off-site improvements to the capacity and flow of key junctions in the area. Creation of a new signalised junction on to the A4055 Cardiff Road to serve as the primary access with a secondary access closer for emergencies as well as pedestrians and cycling.	£ TBC Developer	Vale of Glamorgan Council	TBC	Details to be determined through Transport Assessment and Masterplan
Sustainable Transport/Active Travel	The inclusion of walking and cycling links between the development and Seel Park and George's Row.	£ TBC	Vale of Glamorgan Council	TBC	Upgrading of highways, pedestrian and cycle access on to Cardiff Road and linkages to local

	A contribution towards off-site sustainable transport measures in the area.	S106 contribution from developer.			services, including Eastbrook Station
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area	Circa £443,000 S106 contribution from developer.	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies
Recreational Open space	To be provided in accordance with the Council's open space requirements, site master planning incorporating measures identified in Policy KS2.	£ TBC Developer	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning.
Green Infrastructure	Green infrastructure strategy and specific GI requirements as set out in Policy KS2. GI to be provided onsite as part of detailed masterplanning of the Site.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	To be provided on site. GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing
Drainage	FCA required as a small part of the site affected by small watercourses and surface water flooding.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.

Appendix B

	<p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>				
Water Supply/Sewerage	<p>Hydraulic Modelling Assessment (HMA) required for water supply network and public sewerage network.</p>	<p>Cost of HMA £5,000 to £50,000*</p> <p>Developer</p>	<p>Developer/DCWW</p>	<p>TBC</p>	<p>The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.</p>

Policy: SP4: KS3 Land at Readers Way, Rhoose				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
29.2 hectares	Residential	Allocation	520	2028-2036
Site Description				
The site is located on the northern edge of Rhoose. The site is bound to the north by agricultural fields. To the southern and western extent comprises existing residential development and immediately to the east is Cardiff International Airport. To the west, further afield, is Aberthaw Buffer Quarry Zone. Cardiff Airport is located to the west of the location. The site is not within a flood zone, and there are items of archaeological interest to the eastern extent of the site. A Public Right of Way (PROW) runs through the middle of the site.				
Key site issues and constraints				Key policy requirements
<ul style="list-style-type: none"> DCWW has advised that Water and Foul Water Hydraulic Modelling Assessments (HMAs) are required to establish the impact of the proposal on both the existing water network and public sewerage network, and potential developers would be expected to fund investigations during pre-planning stages. The site is crossed by a 9" diameter watermain and 150mm diameter sewer. Developers need to be aware that an easement width would be required. Site of Importance for Nature Conservation (SINC) present within the site boundary (SINC41 Readers Way Pond) - appropriate mitigation measure required. Historic Environment Record identifies evidence of significant Medieval activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. Cardiff Airport to the east of the site will require noise mitigation measures through the site design Provision of two highway access points located off Readers Way and Celtic Way to enable safe vehicle access. 				<ul style="list-style-type: none"> Placemaking and Site Master planning Minimum of 35% Affordable housing Green Infrastructure Strategy Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit

<ul style="list-style-type: none"> • Provision of improved active travel route links to Rhoose Village and Rhoose rail station. • Record of GCN in locality – up to date ecological surveys at planning application stage. 					
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium primary, secondary and nursery provision, and Additional Learning Needs provision.	£9,000,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	<p>Sufficient capacity projected to be available in catchment Welsh Medium and denominational schools.</p> <p>This will be reviewed at planning application stage.</p>
Highways	A contribution towards off-site improvements to the capacity and flow of junctions on the strategic highway network as informed by the Strategic Transport Assessment and site-specific Transport Assessment.	S106 cost to be confirmed	Developer/Vale of Glamorgan Council	TBC	Details to be determined through Transport Assessment and Masterplan

Sustainable Transport/Active Travel	A contribution towards off-site sustainable transport measures in the area, including improving Active Travel links to Rhoose station and along Fontygary Road and Fonmon Road.	Developer	Developer/Vale of Glamorgan Council	TBC	Active travel routes will be determined at the planning application stage in collaboration with active travel Colleagues. Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage
Community Facilities	The provision of a community building on site or an off-site financial contribution towards the provision and enhancement of community facilities in the area. Delivery of a commercial unit (A1 or A3) on site to increase the mixed use offer on the site.	Developer	Developer/Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies
Recreational Open space	To be provided in accordance with the	TBC	Developer	TBC	Exact level and type of provision will be

Appendix B

	Council's open space requirements, site master planning incorporating measures identified in Policy KS3.				determined as part of Masterplanning and will account for existing local provision, including any deficiencies
Green Infrastructure	Green infrastructure strategy and specific GI requirements as set out in Policy KS3. GI to be provided onsite as part of detailed masterplanning of the Site	Developer	Developer/Vale of Glamorgan Council	TBC	GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network and public sewerage network.	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.

Appendix B

Policy: SP4: KS4 Land at Church Farm				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
24.1 hectares	Residential/Mixed Use	Allocation	532	2027-34
Site Description				
<p>The allocation at Church Farm, which represents the eastern extension to St Athan, comprises two areas, which are anticipated to be developed in a phased manner. The western area, which was a housing allocation in the adopted LDP 2011-2026 comprises two agricultural fields and extends to approximately 8.4 hectares in total. The site is bound to the north by St Athan Primary School, a residential property and farm buildings. The B4265 adjoins the site to the south, beyond which are residential properties, the Vale of Glamorgan railway line, and agricultural land. The Grade II Listed St Athan War Memorial is located to the south-west of the site, adjacent to the junction of Gileston Road and the B4265. The eastern parcel (16ha) comprises 4 field parcels separated by hedgerows with a farm track and further agricultural land beyond. A petrol station is located just beyond the south eastern boundary of the site, as well as the access road to the Aberthaw Power Station site. The B4265 is also the southern boundary to this parcel of land.</p>				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> Limited capacity at West Aberthaw WwTW. DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030. Water and Foul Water Hydraulic Modelling Assessments (HMAs) required. Historic Environment Record identifies evidence of significant Medieval activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. Records of GCN, dormice, otter and bats in locality – up to date ecological surveys required at planning application stage. Historic Environment Record identifies evidence of significant Medieval activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. 		<ul style="list-style-type: none"> Placemaking and Site Master planning Minimum of 35% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit 		
Key Infrastructure requirements (including broad costs where known):				

Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	<p>Contribution towards additional English Medium primary, secondary and nursery provision, plus Additional Learning Needs provision.</p> <p>Provision of land to accommodate an extension to St Athan Primary as part of Phase 2.</p>	<p>Phase 1 £1,100,000.</p> <p>Phase 2 £5,800,000 or transfer of land for extension of St Athan Primary, plus contribution</p> <p>S106 contribution from developer.</p>	VOGC to deliver additional school places using s106 contributions.	TBC	<p>Sufficient capacity projected to be available in catchment Welsh Medium and denominational schools.</p> <p>This will be reviewed at planning application stage.</p> <p>Phase 1 assumes contribution based on determination against the adopted LDP policy. If an application is determined against the RLDP, this figure will be higher.</p>
Highways	A contribution towards off-site improvements to the capacity and flow of junctions on the strategic highway network as informed by the Strategic Transport Assessment and site-specific Transport Assessment.	<p>£TBC (Phase 1 and Phase 2 to be considered separately).</p> <p>Developer</p>	Vale of Glamorgan Council	TBC	Details to be determined through Transport Assessment and Masterplan

<p>The provision of an access point off Gileston Road to serve Phase 1 of the development and the food store.</p> <p>Widening of Gileston Road.</p> <p>The junction of Gileston Road and the B4265 must be upgraded to a signalised junction with controlled pedestrian/cycle crossing facilities.</p> <p>Phase 2 will require the provision of a suitably designed priority junction on to the B4265, which must connect via a spine link road through to Phase 1 of the development.</p> <p>A new access to St Athan Primary through the site to replace the existing sub-standard access to the school from Rock Road.</p>				
---	--	--	--	--

Sustainable Transport/Active Travel	<p>The provision of an Active Travel route along the boundary of the site fronting Gileston Road and the B4265.</p> <p>Upgrading of the Gileston Road/B4265 bus stop junction must be upgraded</p>	<p>£TBC (Phase 1 and Phase 2 to be considered separately).</p> <p>Developer</p>	Vale of Glamorgan Council	TBC	Cost may be subject to change, to be determined at the planning application stage
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area	<p>£TBC (Phase 1 and Phase 2 to be considered separately).</p> <p>S106 contribution from developer.</p>	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies
Recreational Open space	To be provided in accordance with the Council's open space requirements, site master planning incorporating measures identified in Policy KS4.	TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.

Green Infrastructure	Green infrastructure strategy and specific GI requirements as set out in Policy KS4. GI to be provided onsite as part of detailed masterplanning of the Site	Developer	Developer/Vale of Glamorgan	TBC	To be provided on site. GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing.
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network and public sewerage network. The site falls within the catchment area of West Aberthaw (WwTW) which has limited capacity to accommodate the domestic foul flows from this site. However, improvements are planned as part of the AMP8 Programme 2025 to 2030.	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	

Appendix B

--	--	--	--	--	--

Policy: SP4: KS5 Land to the West of St Athan				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
29.6 hectares	Residential	Allocation	600	2027-2036
Site Description				
Land west of St Athan is a key site comprising two parcels of land on the edge of the primary settlement of St Athan. The larger of the two parcels is 28.1 Ha and the smaller area, on the opposite side of the B4265, is 1.5 Ha. The northern boundary of this site is formed by Llantwit Road, with an isolated dwelling in the north west corner of the site and a row of detached residential properties to the north east. A series of utilitarian industrial buildings associated with the Bro Tathan Enterprise Zone are located further to the north. To the east of the site is the settlement of St Athan with land immediately to the east, including Paul Lewis St Athan Community Centre with associated sports pitches, and both equipped and non-equipped public open space. Housing is located on the eastern side of the community centre. The site's southern boundary is formed by the Vale of Glamorgan Railway Line.				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> Limited capacity at West Aberthaw WwTW. DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030. Water and Foul Water Hydraulic Modelling Assessments (HMAs) required. Historic Environment Record identifies evidence of significant Medieval activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. Land to be safeguarded to facilitate a new rail station and park and ride facility. 		<ul style="list-style-type: none"> Placemaking and Site Master planning Minimum of 35% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit 		
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English Medium secondary, primary and nursery provision, plus	£11,600,000	VOGC to deliver additional school places	TBC
				Sufficient capacity projected to be available in catchment Welsh

	Additional Learning Needs provision.	S106 contribution from developer.	using s106 contributions.		Medium schools and denominational schools. This will be reviewed at planning application stage.
Highways	<p>The delivery of a signalised junction on to the B4265 with Active Travel crossing points providing access into both parcels within the site allocation.</p> <p>A contribution towards off-site improvements to the capacity and flow of junctions on the strategic highway network as informed by the Strategic Transport Assessment and site-specific Transport Assessment.</p> <p>The road layout and width should be of a sufficient width and design to allow for the provision of a loop road to facilitate a bus connection.</p>	Developer Costs TBC	Vale of Glamorgan Council	TBC	Details to be determined through Transport Assessment and Masterplan

	The development will be required to upgrade the existing cross roads junction of B4265/Gileston Road to the West.				
Sustainable Transport/Active Travel	<p>Safeguarding of land within the smaller parcel to allow for the delivery of a new rail station at St Athan including appropriate car parking to support the use of the site as a bus/rail interchange.</p> <p>The provision of an Active Travel route along the B4265 between the site entrance and the Gileston Road junction to the east.</p> <p>A contribution towards the delivery of an Active Travel route between St Athan and Llantwit Major</p> <p>Safeguarding of land within the site boundary of the larger site to allow for the provision of a pedestrian and cycle bridge to serve a new</p>	Developer Costs TBC	<p>Developer</p> <p>Vale of Glamorgan Council</p> <p>Network Rail</p> <p>Capital City Region</p>	TBC	<p>Active travel routes will be determined at the planning application stage in collaboration with active travel Colleagues.</p> <p>Financial contributions towards improved public transport and bus frequency. Cost may be subject to change, to be determined at the planning application stage</p> <p>Delivery of the St Athan Railway Station to be determined by future regional funding and informed by the WelTAG assessments</p>

Appendix B

	<p>education facility on land to the south as identified in Policy CI3 (2) Land south of the railway, St Athan</p> <p>The provision of pedestrian/cycle links to Llantwit Road and pedestrian footway improvements along Llantwit Road.</p>				
Community Facilities	The provision of an on-site community building to serve the development	Developer Costs TBC	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.
Green Infrastructure	Green infrastructure strategy and specific GI requirements as set out in Policy KS5.	Developer	Developer/Vale of Glamorgan	TBC	To be provided on site.
Recreational Open space	The extension of St Athan Recreation Ground including the provision of an additional sports pitch, areas of equipped play and community allotments	TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies.

Drainage	<p>FCA required as a small part of the site affected by surface water flooding.</p> <p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	<p>Limited capacity at West Aberthaw WwTW.</p> <p>DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030.</p> <p>Water and Foul Water Hydraulic Modelling Assessments (HMAs) required.</p>	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	

INFRASTRUCTURE REQUIREMENTS- ADDITIONAL HOUSING ALLOCATIONS

Policy: HG1 (1) Land to the east of Pencoedtre Lane				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
4.45 hectares	Residential	Allocation	135	2027-2031
Site Description				

This 4.45-hectare site is located to the north west of Pencoedtre, Barry and was previously part of the former Bryn Hafren Comprehensive School (now Pencoedtre High School). The site is owned by the Vale of Glamorgan Council's Housing Department and is earmarked for development as part of the Council's housing development programme.

Key site issues and constraints	Key policy requirements				
<ul style="list-style-type: none"> 125mm, 17" and 36" watermains crossing the site The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. The Historic Environment Record identifies sites and features including a quarry and limekiln, Medieval pottery, and potentially former road, farmstead and well. Desk-based assessment and in some areas geophysical survey, prior to any determination of an application would inform mitigation, which may include further pre-determination work. GCN records in the local area. Potential for dormice. Application will need to be supported by up-to-date ecological survey information. 	<ul style="list-style-type: none"> Placemaking and Site Master planning Minimum of 30% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit 				
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards Additional Learning Needs provision.	Circa £92,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment English, Welsh Medium and denominational schools.

Appendix B

					This will be reviewed at planning application stage.
Highways	A contribution towards off-site improvements to the capacity and flow of key junctions in the area.	£ tbc Developer	Vale of Glamorgan Council	TBC	Vale of Glamorgan Council
Sustainable Transport/Active Travel	£ TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	Upgrading of highways, pedestrian and cycle access on to Cardiff Road and linkages to local services, including Eastbrook Station	
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area	Circa £240,000 S106 contribution from developer.	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	£ TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning.

Green Infrastructure	Green infrastructure strategy and specific GI requirements.. GI to be provided onsite as part of detailed masterplanning of the Site.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	To be provided on site. GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	TBC	TBC	Developer/ DCWW	TBC	The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.

Appendix B

Policy: HG1 (2) Land at the Mole, Barry Waterfront				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
3.1 hectares	Residential/Mixed	Application pending determination	65	2029-30
Site Description				
The site which is owned by Associated British Ports is located at Dock No1. Barry Waterfront and consists of a bund pier extending some 390m out into the dock basin, of approximately 3.1 hectares. The site is brownfield comprises former industrial land. Neptune Way forms the western boundary, providing vehicular and pedestrian access to the site. The site forms part of the continued regeneration of the former Barry Docks, and in addition to residential development future potential uses include retail, office and recreational leisure uses.				
Key site issues and constraints			Key policy requirements	
<ul style="list-style-type: none"> The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. A Flood Consequences Assessment has been submitted as part of the planning application and food to be acceptable. This may need to be revised should alternative applications be submitted. 			<ul style="list-style-type: none"> Placemaking and Site Masterplanning Minimum of 30% Affordable housing Green Infrastructure Sustainable/Active Travel Net Biodiversity Benefit 	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	To be determined as part of current planning application.	£ TBC S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC
Highways	To be determined as part of current planning application.	£ TBC Developer	Vale of Glamorgan Council	TBC

Appendix B

Sustainable Transport/ Active Travel	To be determined as part of current planning application.	£ TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	
Community Facilities	To be determined as part of current planning application.	£TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	
Recreational Open Space	To be determined as part of current planning application.	£ TBC	Developer	TBC	
Green Infrastructure	GI to be provided on site as part of detailed masterplanning of the site	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	To be provided on site.
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water Supply/Sewerage	TBC	TBC	Developer Dwr Cymru Welsh Water	TBC	The site falls within the catchment area of Cog Moors Wastewater Treatment Works

Appendix B

					(WwTW) which has capacity to accommodate the domestic foul flows from this site.
--	--	--	--	--	--

Policy: HG1 (3) Land at Hayes Lane, Barry				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
1.92 hectares	Residential	Allocation	70	2028-2031
Site Description				
The site lies to the south of Hayeswood Road, Bendricks Barry, adjacent to residential development to the north and adjoins exiting employment uses at Atlantic Industrial Estate to the south and east. The site will be developed by the Vale of Glamorgan Council as part of its housing development programme.				
Key site issues and constraints			Key policy requirements	
<ul style="list-style-type: none"> The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. A small part of the periphery of the site is affected by surface water flooding a Flood Consequences Assessment will be required to support a planning application. 			Placemaking and Site Master planning Minimum of 30% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English Medium primary, secondary and nursery provision.	Circa £1,220,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC
				Sufficient capacity projected to be available in catchment Welsh Medium schools. This will be reviewed at planning application stage. If site is developed for 100% affordable

Appendix B

					housing, this figure will be reviewed.
Highways	TBC	£ TBC	Vale of Glamorgan Council	TBC	
Sustainable Transport/Active Travel	A contribution towards off-site sustainable transport measures in the area.	£145,260	Vale of Glamorgan Council TBC		If site is developed for 100% affordable housing, this figure will be reviewed.
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area	Circa £79,560 S106 contribution from developer.	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies If site is developed for 100% affordable housing, this figure will be reviewed.
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	£ TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning.
Green Infrastructure	GI to be provided on site as part of detailed	Developer	Developer/Vale of Glamorgan		To be provided on site.

Appendix B

	masterplanning of the site				
Drainage	<p>FCA required as a small part of the site affected by surface water flooding. This should consider the potential impacts of offsite flooding on access/egress.</p> <p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	<p>£TBC</p> <p>Developer</p>	<p>Developer/ Vale of Glamorgan Council</p>	<p>TBC</p>	<p>Details to be determined at the planning application stage/ as part of SAB approval.</p>
Water supply/ sewage	TBC	TBC	Developer/ DCWW	TBC	<p>The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.</p>

Appendix B

Policy: HG1 (4) Land at Neptune Road, Barry Waterfront					
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period	
0.7 hectares	Residential	Allocation	40	2027-2028	
Site Description					
The site comprises a vacant brownfield land, roughly triangular in shape, located between Neptune Road and Ffordd Y Mileniwm, Barry Waterfront.					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> The site is within the 12.6km Core Recreational Catchment Zone for the Severn Estuary European Marine Site and will be considered for a financial contribution as part of the Mitigation Strategy for the site. A small part of the periphery of the site is affected by surface water flooding and a Flood Consequences Assessment will be required to support a planning application. 			Minimum of 30% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium secondary provision.	£228,568 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment Welsh Medium schools and English Medium primary. This will be reviewed at planning application stage. If site is developed for

Appendix B

					100% affordable housing, this figure will be reviewed.
Highways	TBC	£ TBC	Vale of Glamorgan Council	TBC	
Sustainable Transport/Active Travel	A contribution towards off-site sustainable transport measures in the area.	£145,260	Vale of Glamorgan Council TBC		If site is developed for 100% affordable housing, this figure will be reviewed.
Community Facilities	An off-site financial contribution towards the provision or enhancement of community facilities in the area	Circa £79,560 S106 contribution from developer.	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will account for existing local provision, including any deficiencies If site is developed for 100% affordable housing, this figure will be reviewed.
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	£ TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning.
Green Infrastructure	GI to be provided on site as part of detailed	Developer	Developer/Vale of Glamorgan	TBC	To be provided on site.

Appendix B

	masterplanning of the site				
Drainage	<p>FCA required as a small part of the site affected by surface water flooding.</p> <p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	<p>£TBC</p> <p>Developer</p>	<p>Developer/ Vale of Glamorgan Council</p>	<p>TBC</p>	<p>Details to be determined at the planning application stage/ as part of SAB approval.</p>
Water supply/ sewage	TBC	TBC	Developer/ DCWW	TBC	<p>The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.</p>

Policy: HG1 (5) Land between the Northern Access Road and Eglwys Brewis Road (Site C - Central Parcel)				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
7.9 hectares	Residential	Allocation	235	2028-2034
Site Description				
<p>The site is owned by the Welsh Government and comprises an area of greenfield land. The site is bound to the north by Northern Access Road beyond which is Milland's Caravan Park and predominantly greenfield land. The south of the site is bound by Eglwys Brewis Road, and further beyond is the village of Eglwys Brewis and MOD St Athan. An unnamed road bounds the east of the site, which can be accessed via Eglwys Brewis Road, and the west is immediately bound by greenfield land. The town of Llantwit Major is located further to the east of the site. The site was previously allocated for residential development within the adopted Vale of Glamorgan LDP.</p>				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> 150mm sewer crossing the site Any minor area of the site is located within Flood Zone 2. Fluvial flood risk is confined to the southern boundary of the site, with flood zones associated with the Boerton Brook which flows through the site. Any planning application for the site should be accompanied by an FCA which demonstrates how the proposals meet the requirements of TAN15. Recent archaeological work on the adjoining site has encountered significant archaeological features including human remains; an area has been Scheduled as a result. Desk-based assessment and geophysical survey, prior to any determination of an application would inform mitigation, which may include further pre-determination work. Dormouse, GCN and lesser horseshoe bat present in locality. Application will need to be supported by up-to-date ecological survey information, to inform appropriate proposals for species conservation. 		Placemaking and Site Masterplanning Minimum of 35% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit		
Key Infrastructure requirements (including broad costs where known):				

Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium secondary provision and Additional Learning Needs provision.	Circa £2,676,000 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment Welsh Medium schools and English Medium Primary. This will be reviewed at planning application stage.
Highways	A contribution towards off-site improvements to the capacity and flow of key junctions in the area.	£ TBC Developer	Vale of Glamorgan Council	TBC	Details to be determined through Transport Assessment and Masterplan
Sustainable Transport/Active Travel	A contribution towards off-site sustainable transport measures in the area.	£ TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	Upgrading of highways, pedestrian and cycle access on to Cardiff Road and linkages to local services, including Eastbrook Station
Community Facilities	An off-site financial contribution towards the provision or enhancement of	Circa £415,000 S106 contribution from developer.	Vale of Glamorgan Council	TBC	Exact level and type of provision will be determined as part of Masterplanning and will

Appendix B

	community facilities in the area				account for existing local provision, including any deficiencies
Green Infrastructure	To be provided in accordance with the Council's open space requirements.	£ TBC	Developer	TBC	Exact level and type of provision will be determined as part of Masterplanning.
Recreational Open space	Green infrastructure strategy and specific GI requirements.. GI to be provided onsite as part of detailed masterplanning of the site.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	To be provided on site. GI includes informal open space, amenity green space, parks and gardens, natural and semi natural space, community orchards and community growing
Drainage	FCA required as a small part of the site affected by river flooding. Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.

Appendix B

	management and maintenance.				
Water supply/ sewage	TBC	TBC	Developer/ DCWW	TBC	The site falls within the catchment area of Llantwit Major Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.

Policy: HG1 (6) Land adjoining St Athan Road, Cowbridge				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
3.8 hectares	Residential	Application pending determination	105	2027-2035
Site Description				
<p>The site was previously allocated for residential development within the adopted Vale of Glamorgan LDP and is currently subject to a planning application. The application site extends to approximately 3.9 hectares and is located to the southeast of Cowbridge town centre between Windmill Lane and St Athan Road. The site is broadly rectangular in shape and comprises an area of undeveloped grazing land which is bounded in areas by hedgerows and slopes south-eastwards towards St Athan Road. The site is bounded to the north and west by existing residential properties located along Llanquian Close, Bessant Close and Windmill Lane respectively. St Athan Road bounds the site to the east and open countryside is located to the south.</p>				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> Water and Foul Water Hydraulic Modelling Assessments (HMAs) required A flood risk and drainage strategy was submitted to support the planning application. This will need to be updated should future applications be submitted. Part of the area has undergone archaeological evaluation which identified Iron Age / Roman remains. Further archaeological mitigation, which may include further excavation or exclusion of certain areas from development would be required prior to any positive determination of any planning application. 		<p>Minimum of 40% Affordable housing Green Infrastructure Sustainable/Active Travel Net Biodiversity Benefit</p>		
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English Medium primary and secondary provision.	£TBC Developer	Vale of Glamorgan Council	TBC

Appendix B

Sustainable Transport/Active Travel	TBC	Developer	Vale of Glamorgan Council	TBC	
Community Facilities	TBC	Developer	Vale of Glamorgan Council	TBC	
Drainage	<p>FCA required as a small part of the site affected by small watercourses and surface water flooding.</p> <p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	<p>£TBC</p> <p>Developer</p>	<p>Developer/ Vale of Glamorgan Council</p>	TBC	<p>Details to be determined at the planning application stage/ as part of SAB approval.</p>
Water Supply/Sewerage	<p>A hydraulic modelling assessment is required to identify a potential point of connection.</p>	Developer	<p>Developer Dwr Cymru Welsh Water</p>	TBC	<p>The site falls within the catchment area of Cowbridge Wastewater Treatment Works (WwTW) which has capacity to accommodate the</p>

Appendix B

	Capacity exists within the public sewerage network in order to receive the domestic foul only flows from the proposed development site.				domestic foul flows from this site.
--	---	--	--	--	-------------------------------------

Policy: HG1 (7) Former Stadium Site, adjacent to Burley Place				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
2.2 hectares	Residential	Application pending determination	80	2027-2029
Site Description				
The site was previously allocated for residential development within the adopted Vale of Glamorgan LDP. This 2.2 hectare brownfield site is located to the east of St Athan village on a former sports ground. The site is bordered to the north and west by existing residential area, while the southern and eastern border is bounded by part of the golf course for St Athan Golf Club.				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> Limited capacity at West Aberthaw WwTW. DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030. Water and Foul Water Hydraulic Modelling Assessments (HMAs) required. Site supported by an ecological assessment 		<ul style="list-style-type: none"> Minimum of 35% Affordable housing Green Infrastructure Sustainable/Active Travel Net Biodiversity Benefit 		
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	To be determined as part of current planning application.	£ TBC S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC
Highways	To be determined as part of current planning application.	£ TBC Developer	Vale of Glamorgan Council	TBC

Sustainable Transport/Active Travel	To be determined as part of current planning application.	£ TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	
Community Facilities	To be determined as part of current planning application.	£TBC S106 contribution from developer.	Vale of Glamorgan Council	TBC	
Recreational Open Space	To be determined as part of current planning application.	£ TBC	Developer	TBC	
Green Infrastructure	GI to be provided on site as part of detailed masterplanning of the site	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	To be provided on site.
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network and public sewerage network. The site falls within the catchment area	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	

Appendix B

	<p>of West Aberthaw (WwTW) which has limited capacity to accommodate the domestic foul flows from this site. However, improvements are planned as part of the AMP8 Programme 2025 to 2030.</p>				
--	--	--	--	--	--

Policy: HG1 (8) Clive Road, St Athan					
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period	
1.68 hectares	Residential	Allocation	51	2027-2028	
Site Description					
<p>The site is circa. 1.68 ha in size and comprises of predominantly grassland, with a hardstanding sport/play court located in the northeastern corner of the site. The sport/play court is fenced with access via a gate to and from Clive Road. The site is located to the south of Clive Road and Cowbridge Road to the west, to the south of the settlement of St Athan and the east of the identified St Athan – Cardiff Enterprise Zone. The site is enclosed by established hedgerow to the west and southern boundaries, residential development opposite to the northern side of Clive Road and the clubhouse of St Athan Golf Club to the east. The site has previously used as formal recreational space.</p>					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> Limited capacity at West Aberthaw WwTW. DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030. Water and Foul Water Hydraulic Modelling Assessments (HMAs) required. Historic Environment Record identifies evidence of significant late prehistoric and Roman activity in the immediate vicinity, a desk-based assessment and geophysical survey will be required. 			Minimum of 35% Affordable housing Green Infrastructure Net Zero Carbon Homes Sustainable/Active Travel Net Biodiversity Benefit		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium primary, secondary and nursery provision.	£874,856 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	Sufficient capacity projected to be available in catchment Welsh Medium schools, denominational schools..

Appendix B

					This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed.
Sustainable Transport/Active Travel	£3,228 per dwelling (adopted LDP SPG figure plus inflation).	£80,700 S106 contribution from developer.	VOGC to deliver active travel /sustainable transport improvements in area.	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Community Facilities	£1,758 per dwelling (adopted LDP SPG figure plus inflation).	£44,200 S106 contribution from developer.	VOGC to deliver community facilities transport improvements in area	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	Developer S106 contribution from developer if	Developer	TBC	To be provided on site. Where this cannot be achieved, an off-

Appendix B

		not provided on site.			site contribution will be required.
Green Infrastructure	Green infrastructure strategy and specific GI requirements.	Developer	Developer	TBC	To be provided on site.
Drainage	Sustainable Urban Drainage to be provided as part of the development. Committed sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network and public sewerage network. The site falls within the catchment area of West Aberthaw (WwTW) which has limited capacity to accommodate the domestic foul flows from this site. However, improvements are planned as part of the AMP8	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	

Appendix B

	Programme 2025 to 2030.				
--	-------------------------	--	--	--	--

Policy: HG1 (9) Land north of the Railway Line (East)				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
13.5 hectares	Residential	Application pending determination	339	2025-2031
Site Description				
The site is located to the east of the existing settlement of Rhoose and lies adjacent to the recently completed residential development which forms phase 1 of the adopted Local Development Plan allocation “north of the railway line, Rhoose”. The site consists of four inter-connected fields separated from each other by hedgerows containing dispersed trees. The fields consist of arable and semi-improved grassland. Topographically, the site is gently rolling with a steeper decline at its southern end. There is an existing access to the site is via Pentir Y De which runs along the eastern boundary.				
Key site issues and constraints			Key policy requirements	
			Minimum of 35% Affordable housing	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	The provision or enhancement of educational facilities in schools serving the development for Secondary school children	£2,175,069	Vale of Glamorgan Council	TBC
Sustainable Transport/Active Travel	Providing or enhancing active travel and sustainable transport measures in	£777,400	Vale of Glamorgan Council	TBC

Appendix B

	the local ward area				
Community Facilities	Providing or enhancing community facilities) in the local ward area	£427,140	Vale of Glamorgan Council	TBC	
Recreational Open Space	Providing or enhancing public open space (outdoor sports facilities) in the local ward area	£535,373	Vale of Glamorgan Council	TBC	
Drainage	Planning application submitted by a drainage strategy. Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.

	and maintenance.				
Water supply/sewerage	Hydraulic modelling assessment on both the sewerage and potable water networks will be required	£ Cost of HMA £5,000 to £50,000* Developer	Developer/DCWW	TBC	The site falls within the catchment area of Cog Moors Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.

INFRASTRUCTURE REQUIREMENTS- AFFORDABLE HOUSING LED ALLOCATIONS

Policy: HG4 (1) Land to the East of Colwinston				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
1 hectare	Residential	Allocation	25	2026-2028
Site Description				
The 1-hectare green field site is located to the east of the centre of Colwinston. The site is bound to the north and east by agricultural land, to the south and west by residential properties and St Davids Church in Wales Primary School to the west.				
Key site issues and constraints		Key policy requirements		
<ul style="list-style-type: none"> • Clean Water Hydraulic Modelling Assessment (HMA) required. • Application will need to be supported by up-to-date ecological survey information and conservation measures as appropriate. 		Minimum 50% affordable housing		
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English	£285,710	VOGC to deliver additional school	TBC
				Sufficient capacity projected to be

	Medium secondary provision.	S106 contribution from developer.	places using s106 contributions.		available in catchment Welsh Medium schools, denominational schools and English Medium primary. This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed.
Sustainable Transport/Active Travel	£3,228 per dwelling (adopted LDP SPG figure plus inflation).	£80,700 S106 contribution from developer.	VOGC to deliver active travel /sustainable transport improvements in area.	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Community Facilities	£1,758 per dwelling (adopted LDP SPG figure plus inflation).	£44,200 S106 contribution from developer.	VOGC to deliver community facilities transport improvements in area	TBC	This will be reviewed at planning application stage. If site is developed for 100%

Appendix B

					affordable housing, this figure will be reviewed
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	Developer S106 contribution from developer if not provided on site.	Developer	TBC	To be provided on site. Where this cannot be achieved, an off-site contribution will be required.
Green Infrastructure	Green infrastructure strategy and specific GI requirements.	Developer	Developer	TBC	To be provided on site.
Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network.	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	The sewerage network is expected to be able to accommodate this site. The site falls within the catchment area of Cowbridge Wastewater

Appendix B

					Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.
--	--	--	--	--	--

Policy: HG4 (2) Land west of Maendy Road, Aberthin					
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period	
1.81 hectares	Residential	Allocation	25	2026-2028	
Site Description					
The Site is approximately 1.81 ha in size and is located on greenfield land, west of Maendy Road, Aberthin. The main access and egress route is via Maes Lloï to the south of the Site, connected to Maendy Road (A4222). The Site is bounded to the north, west and north-east by greenfield land and to the south-east by residential development.					
Key site issues and constraints			Key policy requirements		
<ul style="list-style-type: none"> The site is partially situated within Flood Zones 2 and 3 of the FMfP - Rivers, an FCA therefore will be required as part of any planning application which demonstrates how the proposals meet the requirements of TAN15. Application will need to be supported by up-to-date ecological survey information and conservation measures as appropriate. 			Minimum 50% affordable housing		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Requirements	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period	Notes
Education	Contribution towards additional English Medium secondary provision.	££285,710 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC	<p>Sufficient capacity projected to be available in catchment Welsh Medium schools, denominational schools and English Medium primary.</p> <p>This will be reviewed at planning</p>

					application stage. If site is developed for 100% affordable housing, this figure will be reviewed.
Sustainable Transport/Active Travel	£3,228 per dwelling (adopted LDP SPG figure plus inflation).	£80,700 S106 contribution from developer.	VOGC to deliver active travel /sustainable transport improvements in area.	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Community Facilities	£1,758 per dwelling (adopted LDP SPG figure plus inflation).	£44,200 S106 contribution from developer.	VOGC to deliver community facilities transport improvements in area	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	Developer S106 contribution from developer if not provided on site.	Developer	TBC	To be provided on site. Where this cannot be achieved, an off-site contribution will be required.

Green Infrastructure	Green infrastructure strategy and specific GI requirements.	Developer	Developer	TBC	To be provided on site.
Drainage	<p>FCA required as a small part of the site affected by river and surface water flooding.</p> <p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	N/A	N/A	N/A	N/A	<p>The water network and sewerage network is expected to be able to accommodate this site.</p> <p>The site falls within the catchment area of Cowbridge Wastewater Treatment Works (WwTW) which has capacity to</p>

Appendix B

					accommodate the domestic foul flows from this site.
--	--	--	--	--	---

Policy: HG4 (3) Land at Heol Fain, Wick				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
1.5 hectares	Residential	Allocation	50	2027-2029
Site Description				
The site is located on the western side of the settlement of Wick. Measuring circa 1.5Ha, the site mainly consists of grassland, with hedgerows and trees to its northern and western boundaries and wrought iron fencing on the eastern and southern boundaries; separating the site from adjoining residential development. The site is bordered by agricultural land to the north and west (beyond Heol Fain); and to the east and south by residential development. A sewage pumping station associated with the recent residential development is also located to the west of the site.				
Key site issues and constraints				Key policy requirements
<ul style="list-style-type: none"> Application will need to be supported by up-to-date ecological survey information and conservation measures as appropriate. 				Minimum 50% affordable housing
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirement	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English Medium secondary provision.	£457,136 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC
				Sufficient capacity projected to be available in catchment Welsh Medium schools, denominational schools and English Medium primary. This will be reviewed at planning application stage. If site is developed

Appendix B

					for 100% affordable housing, this figure will be reviewed.
Sustainable Transport/Active Travel	£3,228 per dwelling (adopted LDP SPG figure plus inflation).	£161,400 S106 contribution from developer.	VOGC to deliver active travel /sustainable transport improvements in area.	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Community Facilities	£1,758 per dwelling (adopted LDP SPG figure plus inflation).	£88,400 S106 contribution from developer.	VOGC to deliver community facilities transport improvements in area	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	Developer S106 contribution from developer if not provided on site.	Developer	TBC	To be provided on site. Where this cannot be achieved, an off-site contribution will be required.
Green Infrastructure	Green infrastructure strategy and specific GI requirements.	Developer	Developer	TBC	To be provided on site.

Drainage	Sustainable Urban Drainage to be provided as part of the development. Commuted sum for ongoing management and maintenance.	£TBC Developer	Developer/ Vale of Glamorgan Council	TBC	Details to be determined at the planning application stage/ as part of SAB approval.
Water supply/ sewage	HMA required for water supply network.	£ Cost of HMA £5,000 to £50,000* Developer	Developer/ DCWW	TBC	The sewerage network is expected to be able to accommodate this site. There is limited capacity at Wick WwTW but it has been advised by DCWW that there is sufficient capacity to accommodate one additional scheme of 50 units in the area.

Policy: HG4 (4) Land north of West Winds Business Park, Ffwrn Goch				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
0.73 hectares	Residential	Allocation	22	2026-2028
Site Description				
The site is located within the village of Ffwrn Goch and situate to the west of the B4268, and is bounded by West Winds Business Park to the south and residential development to the north.				
Key site issues and constraints			Key policy requirements	
<ul style="list-style-type: none"> Historic Environment Record identifies evidence of significant prehistoric, Roman and Medieval activity in the immediate vicinity. Archaeological work (including geophysical survey and evaluation trenching) would be required prior to any positive determination of any planning application. • 			<ul style="list-style-type: none"> • Placemaking and Site Masterplanning. • 50% affordable housing. • Green Infrastructure Strategy. • Net Zero Carbon Homes. • Sustainable/Active Travel. • Net Biodiversity Benefit. 	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Requirement	Estimated Cost and Funding Sources	Delivery body	Phasing/delivery period
Education	Contribution towards additional English Medium secondary provision.	£228,568 S106 contribution from developer.	VOGC to deliver additional school places using s106 contributions.	TBC
				Sufficient capacity projected to be available in catchment Welsh Medium schools, denominational schools and English Medium primary. This will be reviewed at planning application stage.

Appendix B

					If site is developed for 100% affordable housing, this figure will be reviewed.
Sustainable Transport/Active Travel	£3,228 per dwelling (adopted LDP SPG figure plus inflation).	£71,016 S106 contribution from developer.	VOGC to deliver active travel /sustainable transport improvements in area.	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Community Facilities	£1,758 per dwelling (adopted LDP SPG figure plus inflation).	£38,896 S106 contribution from developer.	VOGC to deliver community facilities transport improvements in area	TBC	This will be reviewed at planning application stage. If site is developed for 100% affordable housing, this figure will be reviewed
Recreational Open Space	To be provided in accordance with the Council's open space requirements.	Developer S106 contribution from developer if not provided on site.	Developer	TBC	To be provided on site. Where this cannot be achieved, an off-site contribution will be required.

Appendix B

Green Infrastructure	Green infrastructure strategy and specific GI requirements.	Developer	Developer	TBC	To be provided on site.
Drainage	<p>Sustainable Urban Drainage to be provided as part of the development.</p> <p>Commuted sum for ongoing management and maintenance.</p>	<p>£TBC</p> <p>Developer</p>	<p>Developer/ Vale of Glamorgan Council</p>	TBC	<p>Details to be determined at the planning application stage/ as part of SAB approval.</p>
Water Supply/Sewerage	TBC	TBC	TBC	TBC	<p>The site falls within the catchment area of Penybont Merthyr Mawr Wastewater Treatment Works (WwTW) which has capacity to accommodate the domestic foul flows from this site.</p>

Appendix B

INFRASTRUCTURE REQUIREMENTS- MAJOR LANDBANK SITES

Policy: HG1 (10) Land at Upper Cosmeston Farm					
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period	
22 hectares	Residential	Outline Pending S106	576	2027-2036	
Site Description:					
<p>The site is owned by the Welsh Government. Outline planning permission 2020/01170/OUT granted pending S106 21/03/2024. The site comprises of approximately 25 ha of land at the southern edge of Cosmeston. The majority of the site has until recently been in agricultural/equestrian use and comprises seven field parcels. The site includes a section of disused railway line, part of the now dormant Lavernock Quarry, a former landfill site known as 'Cosmeston No.1 Old Tip', and a number of access tracks and pockets and corridors of woodland and vegetation. The disused railway line running centrally through the site is also identified by the Council for as a future active travel route.</p>					
Key site issues and constraints			Key policy requirements		
Site constraints have been considered during the consideration of the approved planning application and planning conditions have been attached to the approval to ensure appropriate mitigation measure to address any constraints identified.			40% Affordable Housing secured (S106) with an additional 10% provision to be funded by the Welsh Government Green Infrastructure Community Infrastructure (as detailed below)		
Key Infrastructure requirements (including broad costs where known):					
Infrastructure	Estimated cost	Funding sources	Delivery body	Phasing/delivery period	Notes
Sustainable Transport	£1,324,800	S106	Vale of Glamorgan Council	As specified by s106 legal agreement	
Education	£6,476,088 and transfer of 1 ha of land for the development of a	S106	Vale of Glamorgan Council	As specified by s106 legal agreement	

Appendix B

	new school with the development				
Open Space Provision	Provision of suitable open space within the confines of the site (inclusive of 1 x NEAP, 3 x LEAPs and 4 x LAPs).	S106	Vale of Glamorgan Council	As specified by s106 legal agreement	
School Transport Contributions	£54,149	S106	Vale of Glamorgan Council	As specified by s106 legal agreement	
Community Facilities	Circa 0.1-0.2 hectares within the development.	Developer	Vale of Glamorgan Council		
Health	Cardiff and Vale Health Board have expressed an interest in providing health facilities as part of any future community facility with the development	S106 (community building) Cardiff and Vale Local Health Board	Vale of Glamorgan Council/Cardiff and Vale Local Health Board	To be determined	Potential space for enabling health services to be explored through the provision of multipurpose community building.

Policy: HG1 (11) Land between the Northern Access Road and Eglwys Brewis Road (Site A - Western Parcel)				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
7.9 hectares	Residential	Outline Pending s106	140	2028-2032
Site Description				
The application site is 7.9 hectares of land adjacent to the Northern Access Road, Eglwys Brewis. The site is owned by the Welsh Government. Outline planning permission 2020/00351/OUT granted 24/03/2021 pending s106. The site is adjoined by Eglwys Brewis Road to the south (with dwellings beyond), by the Northern Access Road to the North (with fields beyond), by the B4265 to the west (with the settlement of Llantwit Major beyond) and fields to the east.				
Key site issues and constraints			Key policy requirements	
Site constraints have been considered during the consideration of the approved planning application and planning conditions have been attached to the approval to ensure appropriate mitigation measure to address any constraints identified.			35% Affordable Housing Community Infrastructure (as detailed below) Green Infrastructure	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Estimated cost	Funding sources	Delivery body	Phasing/delivery period
Sustainable Transport Education and Community Facilities	Combined contribution of £1,165,000	S106	Vale of Glamorgan Council	As specified by s106 legal agreement

Policy: HG1 (12) Land between the Northern Access Road and Eglwys Brewis Road (Site B - Eastern Parcel)				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
4.3 hectares	Residential	Outline Pending S106	100	2028-2031
Site Description				
The site is located to the west of St Athan and adjoining Eglwys Brewis Road to the south (with dwelling and the MOD base beyond), by the Northern Access Road to the North (with fields beyond), and by fields to the east and west. The site is owned by the Welsh Government. Outline planning permission 2020/00352/OUT granted 24/03/2021.				
Key site issues and constraints			Key policy requirements	
Site constraints have been considered during the consideration of the approved planning application and planning conditions have been attached to the approval to ensure appropriate mitigation measure to address any constraints identified.			35% Affordable Housing	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Estimated cost	Funding sources	Delivery body	Phasing/delivery period
Combined contributions secured in associated with site HG1.11 Land between the Northern Access Road and Eglwys Brewis Road (Site A - Western Parcel)	Combined contributions secured in associated with site HG1.11 Land between the Northern Access Road and Eglwys Brewis Road (Site A - Western Parcel)	S106	Vale of Glamorgan Council	NA

Policy: HG1 (13) Land south of Llandough Hill / Penarth Road				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
4.2 hectares	Residential	Full Permission	133	2027-31
Site Description				
The site is approximately 4.2 hectares of land on the North Eastern edge of Llandough. The A4160 Penarth Road is located to the North West of the site, Llandough Hill is located to the north and Cogan Pill Road to the south west. There is a disused covered reservoir and a dwelling (Water Works Cottage) adjacent to the South East boundary of the site. Planning permission 2020/01590/HYB was granted on the 31/03/2024.				
Key site issues and constraints			Key policy requirements	
Site constraints have been considered during the consideration of the approved planning application and planning conditions have been attached to the approval to ensure appropriate mitigation measure to address any constraints identified.			Affordable Housing (currently 15% as determined by site viability appraisal) Community Infrastructure (as detailed below)	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Estimated cost	Funding sources	Delivery body	Phasing/delivery period
Education	£520,470	S106	Vale of Glamorgan Council	As specified by s106 legal agreement

Policy: HG1 (14) Land West of Swanbridge Road (Phase 2)				
Site Area	Allocation Type	Status	Total Homes	Phasing/delivery period
6.5 hectares	Residential	Full Permission	175	2027-31
Site Description				
The application site is land to the west of Swanbridge Road, Sully, and lies adjacent to the eastern part of the village. The site measures approximately 400m wide x 160m deep and comprises agricultural fields (6.5 hectares in area). 2016/01520 190 Dwellings approved 18/08/2022				
Key site issues and constraints			Key policy requirements	
Site constraints have been considered during the consideration of the approved planning application and planning conditions have been attached to the approval to ensure appropriate mitigation measure to address any constraints identified.			40% affordable Housing Community Infrastructure (as detailed below)	
Key Infrastructure requirements (including broad costs where known):				
Infrastructure	Estimated cost	Funding sources	Delivery body	Phasing/delivery period
Education	£2,411,176	S106	Vale of Glamorgan Council	As specified by s106 legal agreement
Community Facilities	£229,520	S106	Vale of Glamorgan Council	As specified by s106 legal agreement
Sustainable Transport	£418,000	S106	Vale of Glamorgan Council	As specified by s106 legal agreement

* Once commissioned and completed the HMA will identify the specific improvements required to accommodate the development. The cost of delivering the identified solution is in addition to the cost of undertaking a HMA, however the solution required to deliver the site can be requisitioned via provisions of the Water Industry Act 1991. The benefit to a developer of being able to use the requisition process is that the cost of a scheme is offset by the income generated to Welsh Water through customer bills from the development over a period of 12 years. Should the income that Welsh Water receives be greater than the cost of the scheme, then there is a nil contribution from the developer. Conversely, should the income received fall short of the scheme cost, a developer would be required to make up the shortfall.



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

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

