

# Integrated Sustainability Appraisal (ISA) for the Replacement Local Development Plan

**ISA Report for the Deposit Plan**

Vale of Glamorgan Council

November 2025

## Quality information

Prepared by	Checked by	Verified by	Approved by
CB: Associate Director	RP: Principal Planner	NCB: Technical Director	NCB: Technical Director
OM: Planning Consultant			
EB: Planning consultant			

## Revision History

Revision	Revision date	Details	Name	Position
V0.1	October 2025	First draft for internal review	CB	Associate Director
V1.0	October 2025	First draft for client review	RP	Principal Planner
V1.1	November 2025	Updated draft for client review	CB	Associate Director
V2.0	November 2025	Final draft for issue	CB	Associate Director

Prepared for:

Vale of Glamorgan Council

Prepared by:

AECOM Limited  
3 Rivergate,  
Temple Quay,  
Redcliffe,  
Bristol BS1 6GD

[aecom.com](http://aecom.com)

© 2025 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Vale of Glamorgan Council and in accordance with generally accepted consultancy principles and the established budget. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.



## Table of Contents

### Introduction

1. Introduction .....	1
2. What is the Deposit Plan seeking to achieve? .....	4
3. What is the scope of the ISA?.....	7

### Part 1: What has plan preparation/ ISA involved up to this point?

4. Introduction (to Part 1) .....	10
5. Establishing reasonable alternatives .....	11
6. Appraising reasonable alternatives.....	21
7. Developing the preferred approach .....	31

### Part 2: What are the ISA findings at this stage?

8. Introduction (to Part 2) .....	33
9. Appraisal of the Deposit Plan.....	34
10. Summary and recommendations .....	72

### Part 3: What happens next?

11. Next steps and monitoring .....	75
-------------------------------------	----

### Appendices

Appendix A – Regulatory requirements .....	79
Appendix B – SA of growth options (level of growth).....	83
Appendix C – SA of growth options (spatial options).....	96
Appendix D – Updated GIS analysis of candidate sites .....	110

# Introduction

# 1. Introduction

## 1.1 Background

1.1.1 AECOM has been commissioned to lead on Integrated Sustainability Appraisal (ISA) in support of Vale of Glamorgan Council's (herein referred to as 'the Council') Replacement Local Development Plan (RLDP). ISA integrates and fulfils the duties and requirements of Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equalities Impact Assessment (EqIA), Health Impact Assessment (HIA), Welsh Language Impact Assessment (WLIA) and the Well-being of Future Generations (Wales) Act 2015 (WBFG).

1.1.2 ISA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives in terms of key sustainability issues. The aim of ISA is to inform and influence the plan-making process with a view to avoiding and mitigating negative effects and maximising positive effects. Through this approach, the ISA for the RLDP seeks to maximise the plan's contribution to sustainable development.

## 1.2 ISA approach

1.2.1 This ISA seeks to incorporate the various requirements for SA, SEA, EqIA, HIA, WLIA, and WBFG. Each of the assessment processes are discussed in turn below. The approach for this ISA is to fully integrate SA, SEA, EqIA, HIA, WLIA and WBFG to provide a single assessment process that meets the needs of all components.

### Sustainability Appraisal (SA) & Strategic Environmental Assessment (SEA)

1.2.2 SA and SEA are very similar assessment processes. SEA was established at the international level, whilst SA was established at the national level. SEA is undertaken to meet the requirements of the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004, which transposes into national law the EU Strategic Environmental Assessment (SEA) Directive. It applies to many different types of plan documents. SA is a legal requirement for Local Development Plans under Section 19(5) of the Planning and Compulsory Purchase Act 2004. SA usually incorporates SEA to deliver a single assessment process that avoids repetition in the local development plan evidence base.

1.2.3 In line with the regulations, there are two key steps for SA/ SEA:

- Firstly, when deciding on the scope of the assessment there is a need to consult the relevant consultation bodies (in Wales this is Natural Resources Wales and Cadw); and
- Secondly, a report (the SA or Environmental Report – or in this case the ISA Report) is published for consultation alongside the draft plan. This report should present an assessment of the plan and reasonable alternatives, identifying the likely significant effects of plan implementation on the baseline established through scoping.

1.2.4 The LDP Manual Edition 3 (2020) states that SA, incorporating SEA, plays an important part in demonstrating that the LDP is sound, by ensuring that it reflects the legislative requirements and achieves sustainable development.

## Equalities Impact Assessment (EqIA)

1.2.5 As a public-sector organization, the Council has a duty under the Equality Act 2010 and associated Public Sector Equality Duty (PSED) to ensure that the objectives of policy options within the RLDP avoid unlawful discrimination (direct and indirect), advance equality of opportunity, and foster good relations between those with protected characteristics and all others. This was more recently complimented by the Socio-Economic Duty in 2021, which seeks to further contribute to the Country's long-term well-being goals, strengthen social partnership arrangements, and advance fair work ambitions.

1.2.6 EqIA is a tool used by public sector organisations to demonstrate how these duties have been met. In this ISA, a separate equalities ISA theme has been established through scoping, which seeks to explore the dimensions outlined above and demonstrate compliance.

## Health Impact Assessment (HIA)

1.2.7 The Public Health (Wales) Act 2017 requires a Health Impact Assessment (HIA) to be carried out for development plans which assesses the likely effects of the plan on physical and mental health and well-being. The LDP Manual Edition 3 (2020) identifies that the HIA process can be integrated into the SA from the start, recognising that the existing health component of an SEA can be broadened to include both physical and mental health objectives of an HIA.

1.2.8 Public Health Wales has also published 'Creating healthier places and spaces for our present and future generations' (2018) which focuses on six priority areas of the built and natural environment that can positively impact on health and wellbeing, and support delivery of wellbeing goals.

1.2.9 In this ISA, there is an ISA theme dedicated to health and well-being (established through scoping) that will explore and report on such effects and meet the needs of HIA.

## Welsh Language Impact Assessment (WLIA)

1.2.10 The Welsh Government is committed to supporting the Welsh Language so that it can thrive and grow across Wales. Under the Planning (Wales) Act 2015, it is a legislative requirement that the SA must include an assessment of the likely effects of the plan on the use of Welsh language (Section 11).

1.2.11 Planning Policy Wales (PPW) (2021) sets the policy requirements for the Welsh language. Technical Advice Note (TAN) 20: Planning and the Welsh Language provides guidance on the consideration of the Welsh language as part of the development plan process. This identifies how the ISA process is the mechanism for considering how the scale and location of growth, the vision, objectives, policies and proposals individually and in combination, impact on the Welsh language. Where evidence indicates a detrimental

impact on the use of the Welsh language the LPA can assess whether the strategy should be amended, or mitigation measures should be identified.

## Well-being of Future Generations (Wales) Act 2015

1.2.12 The Planning (Wales) Act 2015 sets out the definition of sustainable development for the planning system in Wales, mirroring the definition in the Well-being of Future Generations (Wales) Act 2015 (WBFGA).

*“Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals”.*

1.2.13 The WBFGA sets seven well-being goals which all public bodies are required to achieve:

- A prosperous Wales.
- A resilient Wales.
- A healthier Wales.
- A more equal Wales.
- A Wales of cohesive communities.
- A Wales of vibrant culture and thriving Welsh language; and
- A globally responsible Wales.

1.2.14 The LDP Manual Edition 3 (2020) identifies that the LDP must demonstrate how it contributes to achieving the wellbeing goals and the approach taken through the ISA can enable planning authorities to understand where the plan can maximise its contribution. The wellbeing goals should therefore be integral to the preparation of the ISA Scoping Report and ISA framework which will assess the plan’s growth options, objectives, policies and proposals.

1.2.15 The Act also identifies five ways of working which public bodies need to demonstrate they have carried out when undertaking their duty to achieve sustainable development. These are: involvement, collaboration, integration, prevention and long-term vision. The well-being goals and the five ways of working can be used to inform and structure the ISA framework.

## 1.3 This ISA Report

1.3.1 This ISA Report is published alongside the Deposit Plan for final consultation prior to submission and examination of the RLDP. The report is structured in three parts: Part 1 explores reasonable alternatives for the plan approach, Part 2 assesses the Deposit Plan being presented at this stage, and Part 3 details the next steps for plan-making and ISA. This report structure has been developed specifically with the legislative requirements in mind, and the links to these requirements are clarified in **Appendix A**.

## 2. What is the Deposit Plan seeking to achieve?

### 2.1 Overview

- 2.1.1 VOGC is currently in the process of preparing the RLDP, which will replace the existing LDP and help shape the Vale of Glamorgan for the next 15 years (to 2036).
- 2.1.2 The RLDP will set out the vision, objectives, strategy and policies for managing development in the Vale of Glamorgan and will contain local planning policies. The RLDP will set out land use development proposals for the Vale, including for the purposes of housing, employment, retailing, recreation, transport, tourism, minerals, waste, and community uses.
- 2.1.3 The RLDP will also identify areas to be protected from development and provide policies against which future planning applications will be assessed. It will be prepared considering a wide range of legislation, policies and other initiatives at the European, national, regional and local level. The Local Well-Being Plan 'Our Vale – Our Future' (LWBP) will be of particular importance at the local level. The LWBP relates to the economic, social, environmental, and cultural well-being of the Vale of Glamorgan and has clear links with the RLDP where it relates to land use planning.

### 2.2 Vision and objectives of the RLDP

- 2.2.1 The vision established for the RLDP is set out below:

**'By 2036:**

*The Council will have achieved its target of becoming zero carbon by 2030. It has adopted innovative techniques and efficient resource use to mitigate its impact on the environment, and exemplar zero carbon projects including schools and district heating networks have been implemented. Development of the Cardiff Capital Region Aberthaw Green Energy Park has established the Vale of Glamorgan as a regional hub for innovation in renewable and green energy and zero carbon manufacturing. All development within the Vale of Glamorgan is now built to the highest standards of environmental design and performance, incorporating measures to mitigate and adapt to the impacts of Climate Change.*

*The Vale of Glamorgan is a healthy and inclusive place for everyone, with equitable access to services and facilities both physically and digitally. Residents are proud of where they live and have access to the homes they need. Housing growth has delivered homes which caters for all, including affordable homes and older person's housing; contributing towards diverse and cohesive communities where residents can maintain their independence.*

*Through placemaking, places and spaces are safe, accessible and socially inclusive. Development respects local character and sense of place is valued by residents and contributes positively towards health and wellbeing. Positive improvements have been achieved in narrowing the disparities in*

*the quality of life and health outcomes for residents living in the most deprived areas through improved access to employment, education, training, services, and investment in the built environment.*

*The Vale enjoys a network of connected, multi-functional and accessible green and blue spaces, providing a range of enhanced leisure and health benefits within and between towns, villages, and the countryside. More residents participate in active and healthy lifestyles. Investment in green infrastructure has produced a net biodiversity benefit with the creation of new habitats, enhanced connectivity and Planting providing carbon storage and contributing towards Climate Change resilience and adaptation.*

*The Vale continues to be a place where the culture and diversity of people, and the unique qualities of its communities, are recognised and protected.*

*Placemaking supports a strong sense of community and has contributed to improving the quality of life for all generations. Residents and visitors have access to local facilities and inclusive places to meet and play. New development will have respected the local character of the Vale, protecting its outstanding and distinctive historic, natural and built environment. The important historic heritage of the Vale continues to be conserved and enhanced.*

*The Council's Growth and Regeneration Programme for Barry has successfully transformed the town. The town and local retail centres are vibrant places, while the new marina at Barry Waterfront and revitalised Barry Island provide all year-round tourism. A range of public realm schemes have enhanced the built and natural environment throughout the town.*

*The towns of Cowbridge, Llantwit Major and Penarth are vibrant and attractive sustainable service centres playing a vital role in providing a diverse range of services and facilities for their residents and those living in neighbouring villages. Town centres have adapted to reflect changes in retail behaviour and now function as multi use centres providing retail, leisure, recreation, community, and employment spaces.*

*Growth within rural settlements has provided for the needs of residents and supports balanced multigenerational communities that contribute to the vibrancy of the rural area. Through investment in active travel, public transport, and broadband connectivity the rural vale is a living and working countryside supporting a network of sustainable and thriving rural communities.*

*The delivery of the South East Wales Metro means that the Vale of Glamorgan is now well connected by an integrated transport system supporting economic growth. Communities have access to improved transport connectivity both locally and regionally, with economic and housing growth delivered sustainably to the benefit of communities. Enhanced active travel networks within and between towns and villages have created liveable and accessible neighbourhoods for residents linked to their surrounding rural settlements.*

*The Vale has a thriving local economy with a balanced, diversified business base. New employment growth at Bro Tathan and Cardiff Airport Enterprise Zones has attracted inward investment from knowledge-based and high-tech*

*businesses, creating high quality employment and training. The Vale has a skilled and adaptable workforce. The delivery of strategic and local employment sites, alongside opportunities for rural businesses, agricultural diversification and digital connectivity, has enabled existing businesses to grow and thrive and has contributed to a reduction in outward commuting.*

*Through strong investment in tourism, leisure, recreation and green infrastructure, the Vale of Glamorgan is an all-year-round tourist destination. Sensitive and sustainable management of its built and natural assets including the Heritage Coast, Country Parks, beaches, countryside and historic heritage has enabled tourism to flourish. The Vale attracts visitors from afar and tourism is an important source of local employment, investment, and an enabler of rural diversification.'*

2.2.2 The ten strategic objectives set out below expand the LDP vision into nine key themes for the Vale of Glamorgan. These Objectives not only reflect national Planning policy, but also the aspirations of the Council and key stakeholders and demonstrate how the RLDP will contribute towards addressing the issues identified.

- Objective 1 - Mitigating and Adapting to Climate Change
- Objective 2 - Improving Mental and Physical Health and Well-being
- Objective 3 - Homes for All
- Objective 4 - Placemaking
- Objective 5 – Protecting and Enhancing the Natural Environment
- Objective 6 - Embracing Culture and Heritage
- Objective 7 - Fostering Diverse, Vibrant, and Connected Communities
- Objective 8 - Promoting Active and Sustainable Travel Choices
- Objective 9 - Building a Prosperous and Green Economy
- Objective 10 – Promoting Sustainable Tourism

## 3. What is the scope of the ISA?

### 3.1 Overview

3.1.1 The aim here is to introduce the reader to the scope of the ISA, i.e. the sustainability issues/ objectives that should be a focus of (and provide a broad methodological framework for) the ISA.

### 3.2 Scoping consultation

3.2.1 The Regulations require that “*When deciding on the scope and level of detail of the information that must be included in the Environmental Report [i.e. the SA scope], the responsible authority shall consult the consultation bodies*”. In Wales, the consultation bodies are Natural Resources Wales and Cadw. A Scoping Report was sent to the statutory consultees for comment from August to September 2022. The responses received were considered and amendments made to the baseline information and draft ISA Objectives where necessary. Since that time, the ISA scope has evolved as new evidence has emerged and there have been some minor refinements to the ISA objectives - however, the scope remains fundamentally the one agreed through the dedicated scoping consultation in 2022.

3.2.2 Further information on the scope of the ISA - i.e. a more detailed review of sustainability issues/ objectives as highlighted through a review of the sustainability ‘context’ and ‘baseline’ – is available to view separately via the Council’s website [here](#). This is given the iterative nature of the process, and these documents will be updated as necessary.

### 3.3 ISA framework

3.3.1 Table 3.1 presents the ISA objectives - grouped under ten topic headings - established through scoping, i.e. considering context/baseline review, identified key issues and responses from statutory consultees.

3.3.2 Taken together, the ISA topics and objectives presented in Table 3.1 overleaf provide a methodological ‘framework’ for appraisal.

**Table 3.1: ISA Framework**

<b>ISA topic</b>	<b>ISA objective</b>
<b>Economy and employment</b>	<ul style="list-style-type: none"> <li>Support a sustainable, diverse, and resilient economy, with innovative responses to changing conditions and support for a strong future workforce.</li> </ul>
<b>Population and communities</b>	<ul style="list-style-type: none"> <li>To provide enough good quality market and affordable homes, and community infrastructure, in sustainable locations to meet identified needs.</li> <li>To enhance design quality to create natural beautiful places for people that maintain and enhance community and settlement identity.</li> </ul>
<b>Health and wellbeing</b>	<ul style="list-style-type: none"> <li>To improve the health and wellbeing of residents within Vale of Glamorgan promoting healthy and sustainable places.</li> </ul>
<b>Equality, diversity and inclusion</b>	<ul style="list-style-type: none"> <li>To reduce poverty and inequality; tackle social exclusion and promote community cohesion.</li> </ul>
<b>Climate change</b>	<ul style="list-style-type: none"> <li>Support the resilience of Vale of Glamorgan to the potential effects of climate change, including flooding from fluvial, coastal and surface water sources.</li> <li>Reduce Vale of Glamorgan's contribution to climate change from activities which result in greenhouse gas emissions and contribute to meeting the Council's target of net zero.</li> </ul>
<b>Transport and movement</b>	<ul style="list-style-type: none"> <li>Increase sustainable transport use and reduce the need to travel</li> </ul>
<b>Natural resources</b>	<ul style="list-style-type: none"> <li>To identify and pursue any opportunities to reduce, or at least, minimise population exposure to air pollution.</li> <li>To make the best use of previously developed land and existing buildings to minimise pressure for greenfield development and protecting, where possible, higher grade agricultural land.</li> <li>To protect mineral resources and ensure that an adequate supply of a diverse range of minerals is available over the long-term.</li> <li>Support waste management.</li> <li>To conserve, protect and enhance the water environment, water quality and water resources.</li> </ul>
<b>Biodiversity and geodiversity</b>	<ul style="list-style-type: none"> <li>Protect and enhance biodiversity within and surrounding Vale of Glamorgan.</li> </ul>
<b>Historic environment</b>	<ul style="list-style-type: none"> <li>Preserve and enhance Vale of Glamorgan's heritage resource, including its historic environment and archaeological assets.</li> <li>Promote understanding of Vale of Glamorgan's cultural heritage.</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>To protect and enhance the quality and character of Vale of Glamorgan's landscape, seascape and townscape.</li> </ul>

# Part 1: What has plan preparation/ ISA involved up to this point?

## 4. Introduction (to Part 1)

### 4.1 Overview

4.1.1 Formal preparation of the RLDP has been underway since June 2021, with a range of evidence produced to inform its development. Table 4.1 sets out the key RLDP and ISA documents published since 2021. The RLDP documents and evidence base (including ISA Reports) can be viewed and downloaded on the Council's website. This ISA Report accompanies the Deposit Plan in consultation.

**Table 4.1: Key plan and ISA stages**

RLDP document	ISA document
Adopted Local Development Plan Review Report (November 2021)	ISA Scoping Report (December 2022)
Pre-Draft Plan (Preferred Strategy) (November 2023)	Initial ISA Report (November 2023)
Deposit Plan (November 2025)	ISA Report (November 2025)

4.1.2 The ISA Report, in-line with regulatory requirements (Schedule 2 of the SEA Regulations), needs to explain how work was undertaken to develop and then appraise reasonable alternatives, and how the Council then considered these findings when finalising the Deposit Plan. This is the focus of Part 1 of this ISA Report. Part 1 essentially explores the process that has led to the preferred approach in the Deposit Plan, and then the Deposit Plan is the focus of appraisal in Part 2 of this ISA Report.

4.1.3 The remainder of Part 1 of the ISA Report is structured as follows:

- **Chapter 5** explains the context for growth in the Vale and the work undertaken to develop and identify reasonable alternatives at this stage.
- **Chapter 6** presents an appraisal of the identified reasonable alternatives, and
- **Chapter 7** presents the Council's reasons for selecting the preferred approach, considering the alternatives.

## 5. Establishing reasonable alternatives

### 5.1 Introduction

5.1.1 This chapter explains the evidence and work carried out to identify strategic options, following on from the options that have been established and assessed to date (i.e., those presented in the Initial ISA Report 2023).

5.1.2 To deliver the plan vision and objectives identified in Chapter 2, the Council have explored both how much growth (housing and employment) is required over the plan period (2021 to 2036) and where this growth could be located within the Vale. Each of these issues are discussed in turn below.

### 5.2 Level of growth

5.2.1 VOGC commissioned Edge Analytics to prepare a range of demographic, housing, and employment growth scenarios to inform the RLDP (2023). A total of twelve growth options were derived from a variety of sources, including Welsh Government population projections (four options), POPGROUP (PG) trend-based scenarios (three options), dwelling-led scenarios (two options), and employment-led scenarios (three options). Using these sources, population and household growth trajectories are presented for the Vale of Glamorgan, alongside annual net migration, housing, and employment needs (see Table 5.1). This evidence was presented at Pre-Deposit consultation in 2023.

5.2.2 As shown in Table 5.1, the annual housing need ranges from 151 dwellings per annum, under the Welsh Government 2014-based principal population projection, to 698 dwellings per annum, under the dwelling-led 5-year scenario. The closest scenario to a mid-point between the low and high growth scenarios is the Welsh Government 2018-based principal population projection, which delivers 431 dwellings per annum. Most options fall within a hundred more/ less dwellings than this mid-point.

5.2.3 The scenarios have been grouped into three options for low, medium, and high growth as follows:

- **Low growth:** 151 to 211 dwellings per annum, and a reduction of 125 jobs to an increase of 25 jobs per annum (WG-2014 and Employment-led OE scenarios).
- **Medium growth:** 316 to 527 dwellings per annum and 191 to 341 new jobs per annum (WG-2018-LOWPOP, PG-10Y, PG-Long Term, WG-2018, Employment-led ELR (CR 1-1), Dwelling-led 10Y, WG-2018-HIGHPOP, and Employment-led ELR scenarios).
- **High growth:** 637 to 698 dwellings per annum and 426 to 493 new jobs per annum, (PG-5Y and Dwelling-led 5Y scenarios).

5.2.4 These three options were assessed in the Initial ISA Report (2023) which was publicised alongside the Pre-Deposit Plan in 2023. The Council identified in 2023 that the preferred approach is the dwelling-led 10-year scenario which would deliver a medium level of growth (526 new dwellings

per annum and 325 new jobs per annum). Following on from this consultation, no additional scenarios have been identified, and the Council are continuing to progress the preferred approach of the dwelling-led 10-year scenario. For completeness, the assessment of the three options above (low, medium, and high growth) is provided in **Appendix B**.

**Table 5.1 Scenario outcomes, 2021-2036**

Scenario	Change 2021-36			Average per year			
	Population change	Population change %	Households change	Households change %	Net migration	Dwellings	Jobs
Dwelling-led 5Y	19,048	13.9	10,062	16.9	1,360	698	493
PG-5Y	16,923	12.4	9,187	15.4	1,222	637	426
Employment-led ELR	13,224	9.8	7,599	12.9	1,020	527	341
WG-2018-HIGHPOP	13,127	9.7	7,500	12.7	938	520	292
Dwelling-led 10Y	13,154	9.7	7,587	12.8	1,009	526	325
Employment-led ELR (CR 1-1)	10,719	7.9	6,548	11.1	869	454	341
WG-2018	9,787	7.3	6,214	10.6	851	431	243
PG-Long Term	8,561	6.3	5,705	9.6	739	396	210
PG-10Y	8,519	6.3	5,695	9.6	741	395	197
WG-2018-LOWPOP	5,172	3.8	4,559	7.8	759	316	191
Employment-led OE	2,402	1.8	3,041	5.2	367	211	25
WG-2014	13	0.0	2,182	3.9	64	151	-126

## 5.3 Location of growth

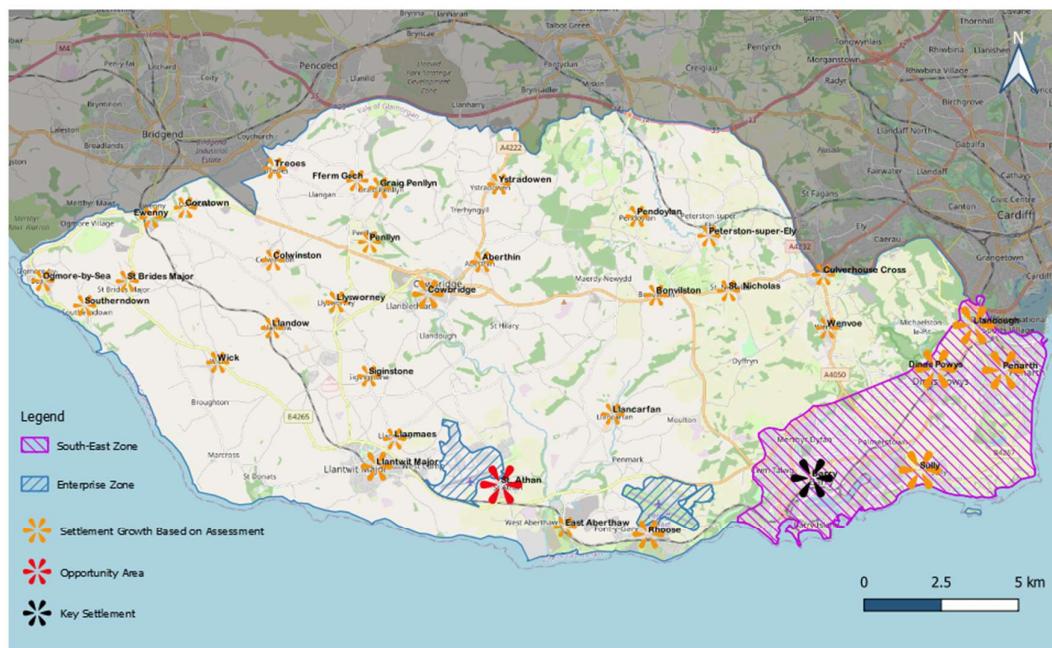
5.3.1 In considering how the level of growth could be appropriately distributed throughout the Vale, the Council identified four alternative spatial strategy options in 2023. These were developed within the parameters of the national and regional policy framework, and in the context of the challenges for growth in the Vale. The four broad options for the spatial strategy were:

- Spatial Option 1 – Continuation of the adopted LDP Growth Strategy.
- Spatial Option 2 – Dispersed Growth.
- Spatial Option 3 – Focused Growth.
- Spatial Option 4 – Sustainable Transport Oriented Growth.

5.3.2 The four options were developed and reported in the Council's Spatial Options Background Paper in 2023. The Background Paper considers the advantages and disadvantages of each spatial option including the compliance of each spatial option with Future Wales. These options are depicted below:

## Spatial Option 1 - Continuation of Adopted LDP Growth Strategy

Vale of Glamorgan Replacement Local Development Plan 2021 - 2036



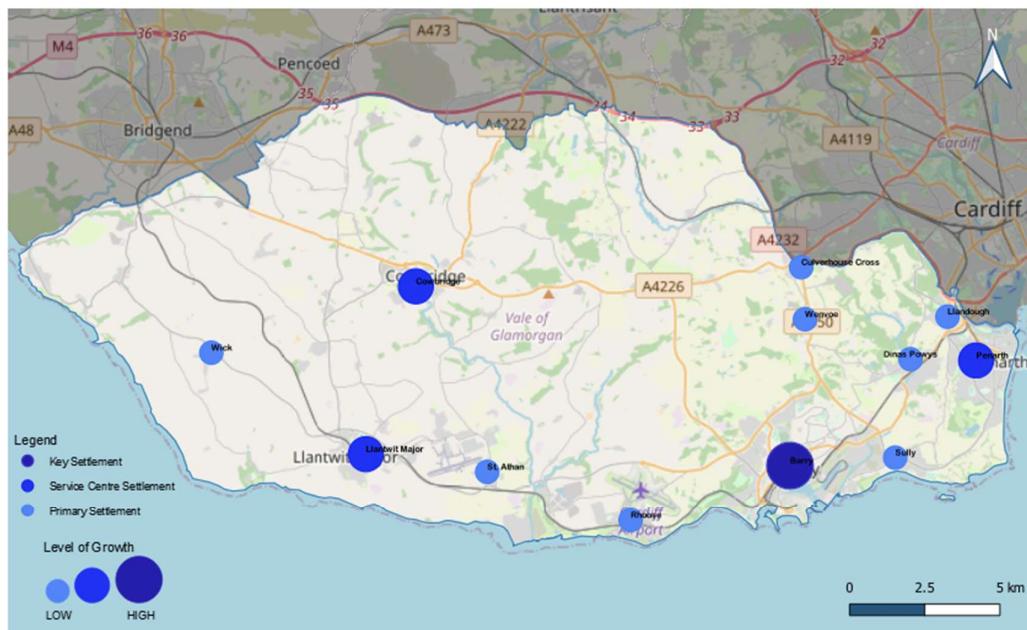
## Spatial Option 2 - Dispersed Growth

Vale of Glamorgan Replacement Local Development Plan 2021 - 2036



## Spatial Option 3 - Focused Growth

Vale of Glamorgan Replacement Local Development Plan 2021 - 2036



## Spatial Option 4 - Sustainable Transport Oriented Growth

Vale of Glamorgan Replacement Local Development Plan 2021 - 2036



5.3.3 The four alternative spatial options would result in different distributions of growth for housing and other forms of development. Table 5.2 identifies how these options differ.

**Table 5.2: Spatial options**

<b>Spatial Option</b>	<b>Description</b>
<b>1. Continuation of the Adopted LDP Growth Strategy</b>	Continue to promote new development primarily in the South East Zone (Barry, Penarth, Llandough, and Dinas Powys) and around the St Athan area, supported by development at primary settlements and minor rural settlements as appropriate.
<b>2. Dispersed Growth</b>	Distribute growth to every settlement proportionate to the size of the settlement.
<b>3. Focused Growth</b>	Deliver growth at the largest settlements in the district, according with the settlement hierarchy. Growth would be focused in the key settlement of Barry and the service centres (Cowbridge, Llantwit Major, and Penarth). The primary settlements would also accommodate an element of growth proportionate to their size. Growth would be restricted in minor rural settlements, hamlets, and smaller rural settlements.
<b>4. Sustainable Transport Oriented Growth</b>	Focus growth along the Vale of Glamorgan Line and Penarth branch line and potentially deliver an additional station in St Athan. This would be supported by growth in other areas that have robust active travel and bus connectivity to services and transport nodes. Growth in other areas would be restricted to limited small-scale affordable led development to meet identified needs.

5.3.4 Option 1 (Continuation of the adopted LDP Growth Strategy) presents an opportunity for all towns and villages to grow, with growth distributed proportionally according to the number of residential properties. Under Option 1, 90% of growth would be directed to the ten largest settlements, with most growth being directed to Barry (41.85%) and Penarth (18.25%).

5.3.5 Under Option 2 (Dispersed Growth), the largest settlements in the Vale would deliver most of the growth. A smaller proportion of growth would then go to the larger villages with sustainability credentials. It differs slightly from Option 1 in that there would only be very limited growth in smaller villages and rural areas.

5.3.6 Option 3 categorises towns and villages according to an assessment of existing services and facilities, including public transport accessibility and proximity to employment areas and key services such as retail centres, schools, and health care. Growth is then assigned to each settlement to reflect its position in the settlement hierarchy.

5.3.7 Option 4 (Sustainable Transport Orientated Growth) allocates development based on the role, function and character of settlements and existing constraints and opportunities. This place-based approach to growth would consider the character of the Vale's settlements which otherwise would be overlooked if based solely on the distribution of growth (based either on a

settlements size or positioning in the settlement hierarchy). This would enable the plan to identify best growth opportunities for growth that will support or facility the enhancement of infrastructure, services, and facilities. As with Option 3, generally this would mean that the Vale's larger settlements would still be the focus of development, but it would provide a degree of flexibility needed to achieve sustainable patterns of development.

- 5.3.8 These options were assessed as part of the ISA, and the outcomes of this assessment were presented in the Initial ISA Report (2023) which accompanied the Pre-Deposit Plan in consultation in 2023. For completeness the assessment of these options is provided in **Appendix C**.
- 5.3.9 The Council identified a preferred spatial approach in 2023 of Spatial Option 4 (Sustainable Transport Oriented Growth), as this option best aligns with the policy requirements of Future Wales, Planning Policy Wales, and Llwybr Newydd – the Wales Transport Strategy. The option seeks to consider the capacity of settlements to accommodate development, rather than targeting development primarily to sites of a certain size or position in the settlement hierarchy. It further seeks to not only locate development in places well served by public transport but also targets places that reduce the need to travel through the co-location of housing, employment, services, and community facilities. Following consultation feedback the Council is continuing to progress this approach (Spatial Option 4) and no new alternative approaches have emerged.
- 5.3.10 Sites have been identified that could underpin the spatial strategy. A Candidate Site is a site submitted to the Council by an interested party (e.g. developer or landowner) for potential inclusion as an allocation in the RLDP. The Council undertook a Call for Candidate Sites in 2022, in which a total of 148 sites were submitted for consideration.
- 5.3.11 To identify the most appropriate and deliverable sites, the Council developed a Candidate Site Assessment process which aimed to test the suitability of sites against a range of planning criteria including environmental, physical attributes and viability/deliverability evidence, consistent with the principles set out in Welsh Government LDP Manual Edition 3 (2020). Stage 1 of the Candidate Site Assessment filtered out a total of 19 sites as unsuitable (see Candidate Site Assessment Paper and Candidate Sites Register<sup>1</sup>), the remaining 134 sites were deemed suitable for further consideration.
- 5.3.12 The 134 potentially suitable sites have also been assessed through the ISA utilising a high-level GIS analysis of sites, linked to the established ISA objectives. The output from this assessment was published in the Initial ISA Report in 2023 alongside the Pre-Deposit Plan. Consultation in 2023 identified additional sites that had not been previously assessed through the ISA GIS analysis which have now been subject to the same assessment. An updated output of the ISA GIS analysis of sites (along with the methodology for the assessment) is provided in **Appendix D**.
- 5.3.13 The Council's Candidate Site Assessment and the ISA GIS analysis of sites have helped the Council to identify key sites that will underpin the spatial strategy. Key sites are large strategic sites (of over 200 homes), that

<sup>1</sup> Vale of Glamorgan Council (2023) Stage 1 Candidate Site Register [online] available at: <https://valeofglamorgan.oc2.uk/document/24/707#topofdoc>

together with rolled over allocations from the existing LDP, will meet the identified housing and economic needs. Key Sites form the remaining strategic choices for the Council in relation to the spatial strategy for the RLDP. In 2023, a total of 8 Key Sites were identified (see Table 5.3), and these were assessed through the ISA as part of the appraisal of the pre-Deposit Plan (Part 2 of the Initial ISA Report 2023).

**Table 5.3: Key Sites progressed in 2023**

<b>Site name</b>	<b>Settlement</b>	<b>Site Category</b>
Land North East Barry	Barry	New site
Readers Way	Rhoose	New site
Land north of the Railway Line	Rhoose	Rolled forward LDP site
Land West of St Athan	St Athan	New site
Land to the south of Millands Farm	Llantwit Major	New site
Church Farm/ Land adjacent to Church Farm	St Athan	Part rolled forward LDP site/ part new site
Land north of Dinas Powys	Dinas Powys	New site
Upper Cosmeston Farm	Penarth	Rolled forward LDP site

## 5.4 Changes at the Deposit stage

- 5.4.1 Since consultation on the Pre-Deposit Plan and Initial ISA Report, most of these sites continue to be progressed as part of the spatial strategy under the overarching approach of development along sustainable transport corridors (Spatial Option 4).
- 5.4.2 However, concerns have been raised with respect to the deliverability of the key site option to the North East of Barry and its ability to deliver the anticipated benefits in respect of placemaking principles. Therefore, it has been necessary to reconsider its inclusion as a key site within the RLDP.
- 5.4.3 Following a detailed assessment of the available candidate sites, 'Land North West Barry (Weycock Cross)' was the only other major candidate site option (over 100 dwellings) in Barry which was given a 'green' rating (i.e., sites that at Preferred Strategy stage which were deemed suitable for further consideration, subject to more detailed consideration as part of the Deposit Plan preparation). Specifically, this is with a view to supporting the preferred spatial strategy (Spatial Option 4) and enhancing the role and function of Barry as the most sustainable settlement in the Vale in terms of good public transport links, employment opportunities and a wide range of services and facilities and is also the area with the highest affordable housing need.
- 5.4.4 Vale of Glamorgan Council undertook a targeted consultation<sup>2</sup> on housing growth in Barry between June and July 2025. The consultation presented the rationale for reconsidering the 'Land North East Barry' site option, while also highlighting the context and indicative proposals for the alternative 'Land North West Barry (Weycock Cross)' site option.

<sup>2</sup> Vale of Glamorgan Council (2025): [Consultation on Housing Growth in Barry](#)

5.4.5 The Land North East of Barry has been assessed through the ISA to date, but the Land North West of Barry has been identified as an alternative to this site and is the new preferred option for the Deposit RLDP. The Deposit RLDP identifies the following key sites and rolled-over allocations, as well as major land bank sites that contribute to committed development (Table 5.4).

**Table 5.4: Sites identified in the Deposit Plan in 2025**

Site name	Site Category	Commentary
Land at North West Barry	Key Site	This site replaces the former proposed allocation at 'Land at North East Barry'.
North of Dinas Powys, off Cardiff Road, Dinas Powys	Key Site	No change.
Land at Readers Way, Rhoose	Key Site	No change.
Land at Church Farm, St Athan	Key Site	No change.
Land to the West of St Athan, St Athan	Key Site	No change.
Land to the west of Pencoedtre Lane, Land at the Mole, Land at Hayes Lane, Land at Neptune Road	Rolled over allocation sites at Barry	Land at Hayes Lane and Land at Neptune Road were allocated in the adopted plan for alternative uses, they have been identified in the Deposit Plan for housing development.
Land between the Northern Access Road and Eglwys Brewis Road (Site C - Central Parcel)	Rolled over allocation site at Llantwit Major	Formerly referred to as Land to the south of Millands Farm
Land adjoining St Athan Road	Rolled over allocation site at Cowbridge	No change.
Former Stadium Site, adjacent to Burley Place, Clive Road, St Athan	Rolled over allocation sites at St Athan	No change.
Land north of the Railway Line (East)	Rolled over allocation site at Rhoose.	No change.
Land at Upper Cosmeston Farm, Penarth	Landbank site	Now committed development (subject to s106).
Land between the Northern Access Road and Eglwys Brewis Road (Site A - Western Parcel) and Land between the Northern Access Road and Eglwys Brewis Road (Site B - Eastern Parcel)	Landbank sites at Llantwit Major	Committed development (subject to s106).

Site name	Site Category	Commentary
Land south of Llandough Hill / Penarth Road, Llandough	Landbank site	Committed development.
Land West of Swanbridge Road (Phase 2), Sully	Landbank site	Committed development.
Land to the East of Colwinston, Colwinston	Rural Affordable Housing Led Site	Rural affordable housing led sites introduced in Deposit Plan, all sites have a capacity for less than 51 homes.
Land West of Maendy Road, Aberthin	Rural Affordable Housing Led Site	
Land at Heol Fain, Wick	Rural Affordable Housing Led Site	
Land North of West Winds Business Park, Fferr Goch	Rural Affordable Housing Led Site	

5.4.6 There are other large 'key sites' that could also be viewed to be in contention as an alternative allocation from an ISA perspective (recognising that the Deposit RLDP has identified a preferred approach at North West Barry), and some that have been discounted as reasonable alternatives.

5.4.7 Sites that have been discounted as unreasonable include the below:

- Parc Hoddnant in Llantwit Major (Site 364): this site would have a significant impact on protected species, with an impact pathway (river) running adjacent to the site. The Council have dismissed this site based on significant biodiversity constraints.
- Land to the South of Rhoose train station (Site 488): the site was withdrawn by the site promotor and cannot be confirmed as available for development over the plan period.
- Land at Higher End, St Athan: Half of this site has now been built out, and a further phase has planning permission for 25 units. The remaining potential developable area was not submitted as part of the two calls for candidate sites. It would not deliver enough homes (over 200) to be a key site and provide a suitable alternative to the growth that could be delivered on a different site in Barry.
- Leckwith Quay (Site 365): The site has planning permission and contributes to existing commitments.
- Land at Culverhouse Cross (Site 480): This is a particularly large site that would substantially reduce the integrity of the designated Green Wedge. The Highways Authority object to this site with no suitable access identified.

- Land off Millenium Way: Whilst the site is a brownfield site located within the strategic growth area it is subject to a covenant which restricts the use of the land to employment related developments.

5.4.8 Aside from the Land at North West Barry, the remaining sites that could be considered as potential alternative growth locations (for the purposes of ISA) lie outside of Barry, as follows:

- Dinas Powys: with multiple sites being promoted in this area (Sites 444, 356, 419, and 423), there is the potential to increase the level of development at the Land north of Dinas Powys to provide the number of homes required to meet the residual housing need.
- Cowbridge: with two potential key sites at Cowbridge (Sites 455 and 514) the residual housing need could be met at this location.
- Sully: There is one large site (Site 376) which could deliver around 250 homes, so whilst additional growth could be directed to Sully, the site would deliver fewer homes than the options at Dinas Powys, Cowbridge and Peterston Super Ely.
- Peterston Super Ely: One large site in Peterston Super Ely (Site 549) could deliver broadly the same level of growth as at the preferred site 'North West Barry', though areas of high flood risk intersect the site.

5.4.9 These alternatives are identified alongside the preferred approach to maintain higher levels of growth at Barry, by allocating the Land at North West Barry.

5.4.10 In the context of the above, five options form the most current alternatives that will meet the residual housing need in the absence of allocating land at North East Barry, and which will be progressed for assessment in Chapter 6. These options are:

- **Option 1:** Alternative location in Barry (North West Barry)
- **Option 2:** Increased growth at the Land north of Dinas Powys
- **Option 3:** Additional growth at Cowbridge
- **Option 4:** Additional growth at Sully
- **Option 5:** Additional growth at Peterston Super Ely

## 6. Appraising reasonable alternatives

### 6.1 Introduction

6.1.1 This chapter presents the assessment of the most recent alternatives identified through Chapter 5. To reiterate, the options are:

- **Option 1:** Alternative location in Barry (North West Barry)
- **Option 2:** Increased growth at the Land north of Dinas Powys
- **Option 3:** Additional growth at Cowbridge
- **Option 4:** Additional growth at Sully
- **Option 5:** Additional growth at Peterston Super Ely

### 6.2 Methodology

6.2.1 In terms of methodology, for each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability objectives and themes identified through scoping as a methodological framework.

6.2.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the options under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.

6.2.3 It is important to note that effects are predicted considering the criteria presented within Regulations. So, for example, account is taken of the duration, frequency, and reversibility of effects. Cumulative effects are also considered (i.e., where the effects of the plan in combination with the effects of other planned or on-going activity that is outside the control of the Vale of Glamorgan Council).

6.2.4 Based on the evidence available a judgement is made if there is likely to be a significant effect. Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. The number indicates the rank and does not have any bearing on likely significant effects. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. For example, if an option is ranked as 1 then it is judged to perform better against that ISA theme compared to an option that is ranked 2.

## 6.4 Assessment findings

Theme		Option 1	Option 2	Option 3	Option 4	Option 5
Economy and employment	Significant effect?	No	No	No	No	No
	Rank	1	2	5	=3	=3
Population and communities	Significant effect?	Yes - positive				
	Rank	1	2	3	4	5
Health and wellbeing	Significant effect?	No	No	No	No	No
	Rank	1	2	=3	=3	5
Equality, diversity, and social inclusion	Significant effect?	Yes - positive	No	No	Yes - positive	No
	Rank	1	3	=4	2	=4
Climate change	Significant effect?	No	No	No	Yes - negative	Yes - negative
	Rank	1	3	2	4	5
Transport and movement	Significant effect?	No	No	Yes - negative	Yes - negative	Yes - negative
	Rank	1	2	=3	=3	5
Natural resources	Significant effect?	No	No	Yes - negative	No	Yes - negative
	Rank	=2	1	4	=2	5
Biodiversity and geodiversity	Significant effect?	No	No	No	No	No
	Rank	=4	=1	3	=1	=4
Historic environment	Significant effect?	No	No	No	No	No
	Rank	=4	=1	3	=1	=4
Landscape	Significant effect?	No	No	Yes - negative	No	Yes - negative
	Rank	2	3	=4	1	=4

### Economy and employment

6.4.1 No significant effects are predicted as likely in relation to this ISA theme, given that each option focuses on the delivery of new housing rather than employment development. Furthermore, development at any of the options would not lead to the loss of any existing employment land.

6.4.2 All options seek to connect new development with existing employment areas and sustainable transport links (under the remit of Spatial Option 4 which seeks to deliver a sustainable transport oriented growth strategy),

which will support future residents in accessing employment opportunities. Barry is considered the most well connected settlement in the Vale and as such Option 1 could be considered to perform better than the remaining options – particularly Options 3, 4, and 5 which rely on sustainable transport connections further afield (Options 4 and 5) or key road connections (Option 3), or rely on their proximity to larger settlements (with Sully (Option 4) connected to Barry, and Peterston Super Ely (Option 5) connected to Cardiff) to provide future residents with access to employment.

- 6.4.3 Growth at Dinas Powys would provide residents with relatively good access to sustainable transport connections (rail access) and is relatively well connected to Barry, Penarth and Cardiff. Whilst Barry (Option 1) provides more local employment opportunities than Dinas Powys, Option 2 is considered likely to support better access to employment opportunities further afield than Options 3, 4 and 5.
- 6.4.4 Based on the connectivity of the housing growth with existing employment opportunities, Option 1 is ranked most favourably, followed by Option 2. Option 3 is ranked last given its limited connections when compared to the other options. Options 4 and 5 are considered to rank broadly on par with each other given the sustainable transport connections and connections with higher tier settlements. No significant effects are anticipated.

## Population and communities

- 6.4.5 All options are considered likely to lead to significant positive effects by meeting the residual housing needs for the Vale. This is particularly the case for Option 1 (North West Barry) which would deliver growth within Barry, a higher tier settlement and an area of the Vale with the highest affordable housing needs. Growth at Sully would deliver the lowest number of new homes, and thus a slightly reduced level of affordable housing.
- 6.4.6 Whilst all options would provide connected development, falling under the remit of Spatial Option 4 (a sustainable transport oriented growth strategy), the higher tier settlement of Barry (Option 1) is considered the most accessible area in the Vale, supporting communities with a range of services, facilities, employment opportunities, and sustainable transport connections. Dinas Powys (Option 2) is also a relatively self-contained settlement, supported by its close links with Penarth and its direct rail access.
- 6.4.7 Growth in Cowbridge (Option 3), Sully (Option 4), and Peterston Super Ely (Option 5) would be less connected in comparison. These smaller settlements provide access to a more limited range of services and facilities, particularly at Sully and Peterston Super Ely which rely more on their connections to nearby higher tier settlements to provide access to a wider range of services, facilities, sustainable transport connections, and employment opportunities. Despite this, it is recognised that strategic growth could benefit these existing smaller communities by providing new local services and facilities, and by delivering more affordable homes in these locations.
- 6.4.8 It is considered that all options have equal potential to design high-quality homes and high-quality natural spaces that support existing settlement identities and community wellbeing.

6.4.9 Overall significant positive effects are considered likely under all options given that they will meet the residual housing need for the Vale. The options are ranked broadly in accordance with the settlement hierarchy, recognising that higher tier settlements will provide future residents with better access to services, facilities, employment opportunities and sustainable transport connections. Option 1 is therefore ranked most favourably, followed by Options 2, 3, 4, and 5 respectively. Whilst it is recognised that the delivery of affordable housing will benefit any community receiving it, Barry does have the highest affordable housing needs in the Vale. Therefore Option 1 also goes further to address the existing affordable housing issues.

## Health and wellbeing

6.4.10 With the general health of Vale of Glamorgan residents being reported as good, it is likely that growth under any option will support continued trends in this respect. With access to healthcare facilities a key determinant in planning for healthy lifestyles, there are notable provisions within Barry, Cowbridge and Penarth which could support future residents with access under Options 1, 2, 3, and 4. Provisions within Cardiff are also likely to support residents with access under Option 5 though it is recognised that strategic growth placing this reliance on Cardiff would require cross boundary discussions and capacity considerations, potentially making this option slightly less preferable.

6.4.11 The higher tier settlements of Barry, Dinas Powys and Cowbridge, along with Sully all provide direct access to local communities and sports and leisure centres, as well as recreational opportunities associated with the coast at Barry and Sully. Peterston Super Ely has limited facilities but is supported by good countryside access.

6.4.12 Growth at Barry and Dinas Powys (Options 1 and 2) is also considered more likely to support active travel, with train stations and services and facilities within more walkable distances. Although it is acknowledged that whilst North West Barry can facilitate pedestrian access to Barry Station, walking to the station would take approximately 30 minutes.

6.4.13 Growth under any option is not considered likely to lead to any significant effects in relation to health and wellbeing. Option 1, followed by Option 2 are considered to perform more favourably by supporting residents with access to healthcare services and active travel opportunities. Options 3 and 4 are ranked broadly on par with each other, Cowbridge (Option 3) provides direct access to healthcare services and sports facilities, but Sully (Option 4) provides additional recreational opportunities associated with the coast. Option 5 is ranked last reflecting the likelihood that development at Peterston Super Ely would have cross boundary implications for healthcare services.

## Equality, diversity, and social inclusion

6.4.14 Some of the most deprived areas in Wales are located within or surrounding Barry, and targeted growth in this area has the potential to reduce deprivation and inequalities that exist across this location. Strategic growth at this scale has the potential to provide a good level of new affordable homes, and support community infrastructure enhancements. Such benefits could include new open and social spaces, and enhanced active travel links,

particularly to educational and employment opportunities. Options 1 and 4 are most likely to respond to these existing disparities (given the location of growth) and improve accessibility for some of the most disadvantaged residents.

- 6.4.15 It is considered that all options have the potential to deliver high-quality design that is socially inclusive and conserves the Welsh language.
- 6.4.16 Overall, there is the potential to deliver significant positive effects under Options 1 and 4. No significant effects are considered likely under Option 2, 3, and 5, and given the location of development, Option 1, followed by Options 4 and 2 respectively, are ranked marginally better than Options 3 and 5.

## Climate change

- 6.4.17 In terms of climate change mitigation, all five options are anticipated to lead to an increase in absolute carbon and greenhouse gas (GHG) emissions – related to an increase in domestic activities and population growth.
- 6.4.18 All options are adjacent to the existing built-up area, and as such are likely to provide opportunities to engage with sustainable and active travel into adjacent settlements. This will help to reduce emissions linked to transport. However, it is recognised that Options 1 and 2 benefit from more direct access to train services compared to Options 3-5, which would first require travel by car or bus. Furthermore, Option 1 is located adjacent to Barry, increasing the likelihood that residents would be able to access services and facilities via active travel modes, compared with Options 2–5. Option 2, at Dinas Powys, also offers access to local services. However, its proximity to Cardiff may encourage travel there instead, potentially increasing transport-related emissions when compared to Option 1.
- 6.4.19 In terms of climate change adaptation, Option 5 is the only option to be affected by areas of high flood risk. None of the remaining options are subject to direct flood risk and would retain good access in the case of an extreme flood event. However, it is acknowledged that Option 3 is within proximity to the River Thaw and has the potential to be affected by flooding in the event of an extreme weather event. It is noted that all options would lead to development on previously undeveloped land. Therefore, care must be taken to ensure that replacement of greenfield land with the built environment does not exacerbate surface water flood risk at any of the proposed sites.
- 6.4.20 Directing additional growth to Barry through Option 1 has the potential to be the least impactful in the context of GHG emissions when compared to Options 2-5. Its location adjacent to the most sustainable settlement in the area enhances opportunities to promote active lifestyles, increase the uptake of sustainable travel, and reduce reliance on private vehicles to access services. Furthermore, the site benefits from pedestrian access to a train station (an approximate 30-minute walk) that provides connectivity to Swansea and Cardiff, reducing the reliance on private vehicles to access regional centres. Concentrating growth in smaller settlements with limited sustainable transport connectivity could lead to higher GHG emissions, as residents may need to travel more frequently to larger settlements for employment, education, and access to services and amenities. Therefore,

Options 4 and 5 are more likely to result in negative impacts in relation to climate change when compared to Options 1-3. Option 5 is ranked least favourably reflecting the flood risk on site.

## Transport and movement

- 6.4.21 The clearest differences between the options relate to the connectivity of each different location. As the highest tier settlement, Barry (Option 1) offers sustainable transport connections, and opportunities for self-contained active travel. To a slightly lesser degree, the same could be said for Option 2 at Dinas Powys.
- 6.4.22 Development at Sully (Option 4) and Peterston Super Ely (Option 5) are located a short drive from rail stations in nearby settlements (Barry and Cardiff respectively). Option 4 provides better access via a main road, compared to Option 5, which is further away and accessed by country roads. These options are also less likely to support active travel given the limited offer that exists in these locations.
- 6.4.23 Development at Cowbridge (Option 3) is further removed from the rail network but offers good bus connections and excellent road connections to rail stations at nearby settlements.
- 6.4.24 Given the lack of direct rail connections, there is a potential for significant negative effects to arise in strategic development under Options 3, 4, and 5, particularly when considered pre-mitigation. Options 3 and 4 are considered to rank better than Option 5 given the better direct bus service connections under these options. No significant effects are considered likely under Options 1 and 2, which are ranked more favourably accordingly.

## Natural resources (air, soil, minerals, and water)

- 6.4.25 There are no Air Quality Management Areas (AQMAs) declared in the Vale of Glamorgan. Whilst development through any of the five options would likely result in an increase in private vehicles in the area, it is recognised that the focus of growth is on and along sustainable transport corridors. As such, the effects of additional vehicles on air quality in the Vale is considered to be low. However, it is noted that growth through Option 2 and Option 5 would be within closer proximity to Cardiff and its associated AQMAs. As such, it is possible that growth through these options could exacerbate air quality issues in Cardiff, as it would likely be easy and more convenient for residents to travel into the city centre via private vehicle as opposed to using sustainable transportation opportunities.
- 6.4.26 Option 1 would deliver growth on land that is predicted to be mostly Grade 4 agricultural quality land, with a smaller area of Grade 3b to the south. The majority of Option 2 is also of Grade 4 agricultural quality. Growth through Option 3 would deliver growth on either a mix of Grade 2 and Grade 3a agricultural quality land through the Land north of Primrose Hill site, or a mix of Grade 3a and Grade 3b on the Land east of St Athan Road site. Option 4 would also deliver growth in an area of Grade 3a and Grade 3b agricultural quality land. Option 5 would deliver growth on a mix of Grade 2, Grade 3b and Grade 4 agricultural quality. Based on these predictive agricultural land classification results, Option 1 and Option 2 would be more favourable, as they would result in the development of moderate to poor quality agricultural

land. The remaining three options would result in a level of development on good, good to moderate, and moderate agricultural land – as such, they have a greater potential to result in the loss of productive soils.

6.4.27 In relation to mineral resources, Option 1 would focus growth within a limestone safeguarding area. Option 3 would focus growth overlapping with a limestone safeguarding area and a superficial sand and gravel safeguarding area under both sites; and Option 5 would also deliver growth across these safeguarding area types. Both Option 2 and Option 4 would not deliver growth within a safeguarding area. As such, the other three options have the potential to result in the loss / sterilisation of important mineral and material resources.

6.4.28 Overall, Option 2 is the most favourable option in relation to natural resources, reflecting its likelihood of being underlain by low quality soils, and its lack of overlap with a mineral safeguarding area. It is recognised that the proximity of Option 2 to Cardiff may encourage an uptake in private vehicle transportation, which could exacerbate air quality issues within Cardiff, but this is not anticipated to impact upon air quality in the Vale. Option 1 and Option 4 are found to be the joint second most favourable options in relation to natural resources. This is due to their potential to deliver growth away from AQMAs, and Option 1's potential to deliver growth on lower quality agricultural land, and Option 4's potential to deliver growth away from important mineral and material resources. Option 3 is ranked second least favourably, due to its overlap with higher quality agricultural soils and mineral and material safeguarding zones. Option 5 is the least favourable in relation to natural resources, given that development would be focused on an area with good quality underlying soils, an overlap with mineral safeguarding areas, and within proximity to Cardiff and its associated AQMAs. Neutral effects are anticipated in relation to Option 2, and minor negative effects are considered likely for Option 1 and Option 4. Significant negative effects are considered likely for Option 3 and Option 5, reflecting the likelihood of productive soil loss.

## Biodiversity and geodiversity

6.4.29 There are no European designated sites for biodiversity within proximity to any of the five options. However, development through the VoG ISA may result in indirect impacts to the integrity of European and nationally designated sites in the wider area. Development proposals should assess and mitigate potential impacts on these designations. Any option progressed would be assessed in greater detail through the Habitats Regulations Assessment in this respect.

6.4.30 In terms of biodiversity and geodiversity, all sites are located on undeveloped land. As such, any development on these sites would need to demonstrate that it minimises environmental harm and integrates appropriate mitigation measures. Furthermore, in terms of net benefit for biodiversity, all options are of suitable size for the provision of on-site biodiversity, for example through the provision of connected green infrastructure, habitat corridors, or strategic planning, which could deliver measurable enhancements when integrated through sensitive design.

6.4.31 In terms of locally important sites, directing additional growth through Option 1, 3 and 5 has the potential to impact upon biodiversity and geodiversity. Growth at these sites would come forward adjacent to Sites of Importance for Nature Conservation (SINC) and Ancient Semi Natural Woodland. At Option 1, located to the southeast of the site, development could adversely affect Knock Man Down Wood, which is designated as both a SINC and Ancient Semi-Natural Woodland. At Option 3, the proposed site lies adjacent to the Coed y Seler SINC, with a small section bordering it to the southeast. Similarly, at Option 5, development is positioned adjacent to designated sites at two separate locations to the south, The Kingsland and East of Kingsland SINCs, both of which include areas of Ancient Woodland. Development at both Options 1, 3 and 5 therefore has the potential to negatively affect local biodiversity and reduce the ecological value of these sensitive sites.

6.4.32 Conversely, Options 2 and 4 are not adjacent to any designated sites and are therefore less likely to bring about direct impacts to biological and geological diverse sites in the plan area.

6.4.33 Overall, it is considered that Options 2 and 4 would have the least impact on biodiversity and geodiversity in the plan area as they are not adjacent to any locally or nationally designated sites. However, it is concluded that Option 3 is more favourable than Options 1 and 5 as only a small section of the site is adjacent to a SINC, and so development impacts are likely to be less impactful in comparison to Options 1 and 5. No significant effects are predicted at this stage though it is recognised that further mitigation would be required under Options 1, 3, and 5, and Ancient Woodland on sites would need to be retained.

## Historic environment

6.4.34 Directing additional growth to Barry through Option 1 has the potential to impact upon the historic environment; growth would come forward within proximity to (and within the setting of) four listed buildings. Located to the south-west of the site, the four Grade II listed buildings are: Coach House, Cwm-cidy Farm; Ty-crwn, Cwm-cidy Farm; Cwm-Cidy Farm; and Cwm-cidy Farm Cottage. It is possible that views from these listed buildings to the north-east could be adversely impacted by additional development, and development could detract from how these features are interpreted in the wider historic landscape of the Vale.

6.4.35 Furthermore, growth focused on Peterson-super-Ely through Option 5 has the potential to impact upon the historic environment, through bringing forward growth within proximity to the Peterson-super-Ely Conservation Area (located to the north-west), and two Grade II listed features to the west (Croes-y-Parc Baptist Chapel; and Monument to Dafydd William at Croes-y-Parc Chapel). It is possible that views from these designated features and area could be impacted by development focused in this area; and their settings could also be impacted, which could change how they are viewed in the wider historic landscape of the Vale.

6.4.36 It is noted that growth through Option 3 also has the potential to impact upon the historic environment. The site within Cowbridge (Land North of Primrose Hill) is adjacent to the south-eastern extent of the Cowbridge Conservation Area. As such, growth in this part of the settlement has the potential to

impact upon the setting of the conservation area and how heritage is interpreted. However, it is recognised that there is existing development adjacent to the conservation area to the south and north, which may help to limit the potential for adverse effects. It is further noted that this site is within proximity to the Grade II listed Eastfield, which could have views northwards across the site, which would likely be impacted by development. Conversely, growth through the Land East of St Athan Road site is unlikely to have an impact on heritage, given it is not within proximity to designated heritage assets, areas and features.

- 6.4.37 It is recognised that growth at Dinas Powys through Option 2, and growth at Sully through Option 4, would likely have a limited impact upon the historic environment. This is due to the removal of the respective sites from designated heritage assets, areas and features.
- 6.4.38 Overall, Option 2 and Option 4 are ranked most favourably in relation to the historic environment. This reflects the likelihood of development focused on Dinas Powys (Option 2) and Sully (Option 4) having very little effect on the designated heritage assets, areas and features in the settlements and surrounding areas. Neutral effects are considered likely for these two options. Option 3 is ranked second most favourably; reflecting its potential to avoid developing the Land East of St Athan Road site, which is removed from designated heritage constraints. However, it is recognised that if development came forward in Cowbridge via the Land North of Primrose Hill site, there would be the potential for negative impacts to a listed building and the Cowbridge Conservation Area. As such, uncertainty is concluded likely for Option 3.
- 6.4.39 Growth through both Option 1 and Option 5 are anticipated to have impacts on the historic environment. This is through their focus on bringing forward growth within proximity to designated heritage assets and areas. However, it is concluded that Option 1 is more favourable than Option 5 (and therefore ranked second least favourably), as growth would not impact on a conservation area. As such, development through Option 1 has a lower potential to impact the historic character of Barry than Option 5 has for Peterson-super-Ely. Minor negative effects are considered likely for both Option 1 and Option 5.

## Landscape

- 6.4.40 In relation to landscape character, development through Option 3 and Option 5 would deliver growth within the Vale of Glamorgan National Landscape Character Area, which is described as a distinctive, gentle lowland landscape with a variety of rural land uses. Growth through Option 4 would deliver growth within the Cardiff, Barry and Newport National Landscape Character Area, which is described as being a largely urban landscape that is continuing to expand, occupying coastal lowlands, and with an extensive network of transport infrastructure. Growth through Option 1 and Option 2 would deliver growth on sites that span across these two National Landscape Character Areas. Based on this, it could be argued that growth through Option 4 would be more favourable, followed Option 1 and Option 2, as development through these options would be focused in a more urban character area. This could reduce the impact of development in the more

open countryside areas of the Vale, and help to preserve the rural character of the Vale.

6.4.41 In relation to specific landscape designations, the options would not result in development within or in proximity to a National Park or a National Landscape, given that these designations are not present within the Vale of Glamorgan. However, development through Option 2 will result in development within the Cwrt-yr-Ala Basin Special Landscape Area (SLA); Option 3 will deliver growth within the Upper and Lower Thaw Valley SLA, and Option 5 will deliver growth within the Ely Valley and Ridge Slopes SLA. Neither Option 1 or Option 4 would deliver growth within an SLA, however it is recognised that Option 1 is adjacent to the Nant Llancarfan SLA, which is located to the north. SLAs are non-statutory designations, but define areas of high landscape importance. As such, development through Option 2, Option 3 and Option 5 would likely have a greater potential to lead to negative landscape effects. For example, this could include changes to the landscape character, and changes to key views into and out of the SLA from the surrounding areas.

6.4.42 Overall, Option 4 is found to be the most favourable option in relation to landscape. This is due to development under this option not overlapping with an SLA, and growth being located in a more urban landscape character area. This could help to reduce impacts to the open countryside in the Vale. Following this is Option 1, given it does not overlap with an SLA and sits partially within a more urban landscape character area. Option 2 is the third most favourable option in relation to landscape, again reflecting its partial overlap with a more urban landscape character area. Both Option 3 and Option 5 would deliver growth within an SLA and a more rural landscape character area, and as such have a greater potential to bring forward negative landscape effects. As such, they are both ranked joint least favourably in relation to landscape. Minor negative effects are considered likely for Option 1, Option 2 and Option 4, and significant negative effects are considered likely for Option 3 and Option 5.

## 7. Developing the preferred approach

- 7.1.1 At the Preferred Strategy stage, the Council identified detailed reasons for progressing a medium level of growth and Spatial Option 4 (a sustainable transport oriented growth approach), which were presented in the Initial ISA Report. These options continue to be progressed and have informed the alternatives that have been developed at this stage.
- 7.1.2 The Council progresses Option 1 in the Deposit RLDP which will allocate the Land at North West Barry, and maintain strategic growth levels at the main settlement in the Vale. This option is considered to best address the objectives of the RLDP and will deliver more affordable housing in an area of highest need. Reflecting these benefits, Option 1 is preferred overall.
- 7.1.3 Given the lack of supporting services and facilities available at Peterston Super Ely (Option 5), the location is not considered suitable for growth at this scale. Whilst bus services support sustainable transport access at Cowbridge (Option 3) and Sully (Option 4), with direct rail connections available at both Barry and Dinas Powys, further large-scale growth at Cowbridge or Sully is not a preferred option.

## Part 2: What are the ISA findings at this stage?

## 8. Introduction (to Part 2)

### 8.1 Overview

8.1.1 Part 2 of this ISA Report provides an appraisal of the whole Deposit Plan as presented for consultation. Chapter 9 provides an overview of the plan before effects are explored in relation to each of the ten ISA objectives established through scoping. Chapter 10 provides a summary, including any recommendations.

### 8.2 Methodology

8.2.1 The appraisal identifies and evaluates 'likely significant effects' of the plan on the baseline. Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g. in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim to strike a balance between comprehensiveness and conciseness/ accessibility). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is nonetheless possible and helpful to comment on merits (or otherwise) of the Plan in more general terms.

8.2.2 Finally, it is important to note that effects are predicted taking account of the effect of characteristics and 'significance criteria' presented within Schedules 1 and 2 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects. Explicit reference is made within the appraisal as appropriate (given the need to balance the desire of systematic appraisal with a desire to ensure conciseness/ accessibility).

## 9. Appraisal of the Deposit Plan

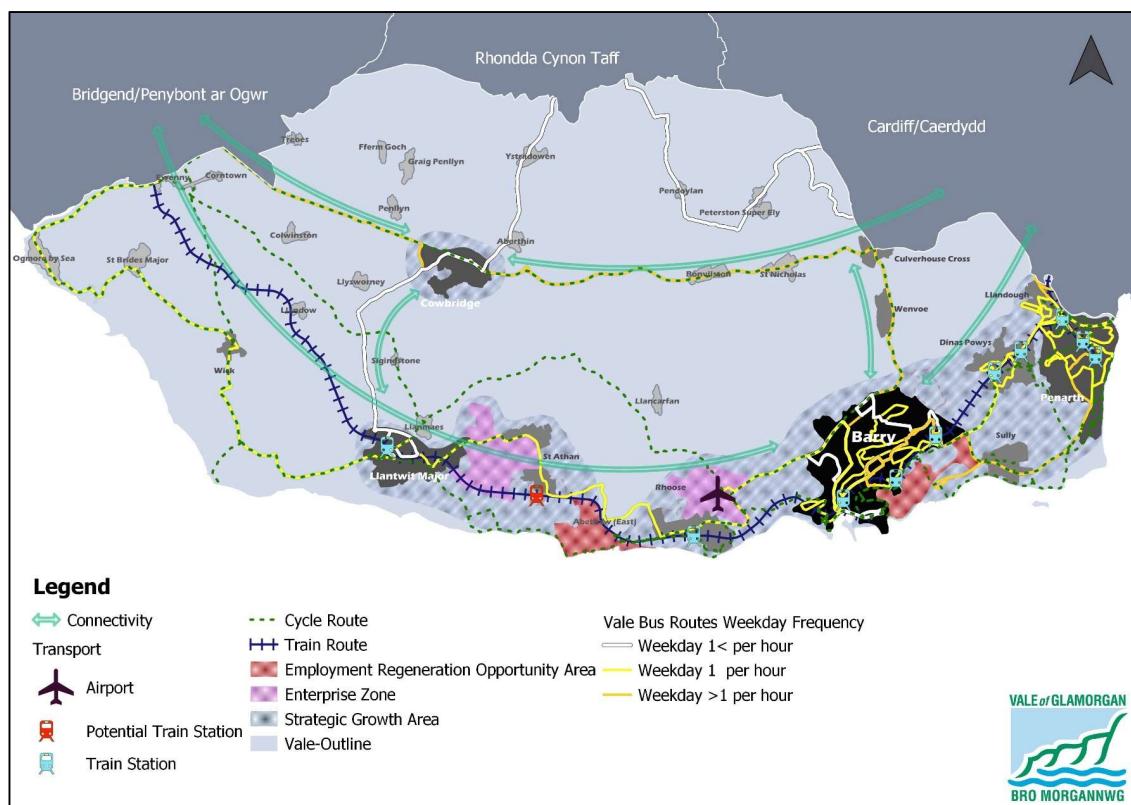
### 9.1 Overview of the Deposit Plan

9.1.1 The Deposit Plan identifies a spatial strategy that makes provision for 7,890 new dwellings over the plan period and enables 67.8ha new employment land to be brought forward. It also presents a suite of planning policies that will guide new developments. The policies are presented as either Strategic Policies (with a prefix SP) or Development Management Policies (with a thematic prefix). The policies are arranged into the following four themes:

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

9.1.2 Figure 9.1 presents the RLDP's Key Diagram, which shows the proposed Strategic Growth Area, strategic transport routes, key locations for future development, the plan's hierarchy of settlements and interrelationships with adjoining local authorities.

**Figure 9.1: Deposit RLDP Key Diagram**



9.1.3 New housing developments will be focused in Barry, Penarth, Llantwit Major, Cowbridge, Dinas Powys, Rhoose, St Athan, Llandough, and Sully. New employment development will be focused on existing Major and Local Employment Sites and Employment Regeneration Opportunity Areas as identified in the Key Diagram

## 9.2 Economy and employment

### Appraisal of the Deposit Plan

9.2.1 The Deposit Plan continues to prioritise sustainable economic growth and employment creation and regeneration across the Vale of Glamorgan. The primary focus of housing and employment growth remains within the Strategic Growth Area, shaped by the hierarchy of settlements (Policy SP2) and reflecting the role and function of places. Growth is directed towards the Key Settlements, Service Centres, and Primary Settlements. This reflects the updated evidence from the Employment Land Study (ELS, 2023), which reaffirmed that the Vale's economic activity is primarily driven by the industrial and manufacturing sectors, concentrated around Barry, Cardiff Airport and Bro Tathan (St Athan), and increasingly, through the regeneration potential at Aberthaw; and to a lesser extent the Rural Vale, however it is recognised that this is not a focus of growth.

9.2.2 Policy SP14 (Employment Growth) establishes a strategic framework, including strategic and local employment site allocations, for employment provision, maintaining the delivery of approximately 67.8 ha of employment land and up to 5,338 jobs over the plan period. Major employment allocations are focused on four key areas: Land east of Cardiff Airport, Rhoose; Land south of Port Road (Model Farm), Rhoose; Bro Tathan Aerospace and Business Park; and Land to the South of Junction 34 of the M4, Hensol. These locations represent the principal areas for inward investment and economic opportunity, supporting the Vale's continued role within the Cardiff Capital Region. The Deposit Plan refines and expands these allocations, ensuring sufficient flexibility to respond to future market conditions and to support high-value, low-carbon industries.

9.2.3 The Deposit Plan places emphasis on the Vale's flagship economic sites – the Cardiff Airport and Gateway Development Zone, the Bro Tathan site at St Athan, and the Aberthaw Green Energy Park. These sites continue to form the cornerstone of the Vale's economic growth strategy, expected to stimulate inward investment, consolidate regional competitiveness and strengthen links with the wider Cardiff Capital Region. The Deposit Plan recognises the significance of recent investment and diversification at Bro Tathan, which now accommodates a range of aerospace, manufacturing and advanced engineering activities. The Cardiff Airport and Gateway Development Zone remains a strategic priority, with the potential to attract further investment into aviation, logistics, and education supported by the continued expansion of Cardiff and Vale College facilities.

9.2.4 The Cardiff Airport and Bro Tathan Enterprise Zone continues to represent a key driver of economic growth within the Vale, offering a concentration of high-quality employment in the aviation, manufacturing, and engineering sectors. These sites remain critical to supporting the Vale's role within the Cardiff Capital Region and attracting inward investment. A feasibility study for a new rail station at St Athan was completed in 2022, identifying potential sites to the south of the settlement. The proposal is supported within the Cardiff Capital Region Draft Regional Transport Plan (2025). The station would serve the communities of St Athan and the wider area, including Bro Tathan Enterprise Zone and the Aberthaw Green Energy Park. Its delivery

would help reduce reliance on private car travel and improve access to employment, consistent with the Plan's sustainable transport objectives.

9.2.5 Further, the Aberthaw Green Energy Park is identified as a major regeneration and employment location within the Deposit Plan, reflecting its potential to accommodate large-scale renewable energy generation, hydrogen production, battery storage, and clean growth industries. Together with the Barry Docks Clean Growth Hub, the site forms part of the Vale's Employment Regeneration Opportunity Areas (EROAs), which represent flagship opportunities for sustainable and innovation-led regeneration. These locations are focused on supporting green energy and advanced manufacturing industries, as well as contributing to the Vale's transition to a low-carbon economy. The regeneration of these brownfield areas supports the Council's Climate Emergency commitments and encourages investment in sectors that deliver long-term sustainable employment.

9.2.6 The Deposit Plan also continues to promote the development of Barry as the Vale's principal settlement and economic centre. Barry is well connected to the regional transport network, providing access to key employment destinations in Cardiff and Bridgend, and benefits from ongoing regeneration projects such as Barry Waterfront and Barry Island. These areas provide a mix of residential, commercial, and leisure development that contribute to the vitality of the town. Continued investment in Barry's seafront and Waterfront area will enhance the local economy, by stimulating tourism and hospitality sectors, as well as creating a more diverse employment base.

9.2.7 More broadly, sustainable tourism remains an important component of the Vale's economy, supported by Policy SP15 (Sustainable Tourism). The Plan seeks to utilise the area's high-quality natural and cultural assets – including the Glamorgan Heritage Coast, the Wales Coast Path, Barry Island seafront and Whitmore Bay, and an extensive network of countryside and coastal trails – as key drivers of economic activity. Encouraging investment in tourism that promotes active travel and prioritises sustainability will contribute to economic well-being while protecting the distinct landscape and coastal character of the Vale. Encouraging new investment in the Vale's natural resources alongside appropriately located tourism has the potential to lead to long term positive effects for the local economy, particularly within smaller rural and coastal communities.

9.2.8 The vitality of the Vale's town and district centres is supported by Policy SP11 (Retail, Commercial and Service Centre Hierarchy) and associated non-strategic policies, which reflect findings from the Retail and Commercial Leisure Study (2023). The study identified strong performance in Penarth, Cowbridge and Llantwit Major, alongside higher vacancy rates in parts of Barry, including Holton Road and the High Street District Centre. The Plan adopts a flexible approach that supports mixed uses in town centres, encouraging retail, leisure, residential and workspace uses that increase footfall and activity. In light of the study findings, and in accordance with Future Wales Town Centre First Policy, Policy SP11 (Retail, Commercial and Service Centres) adopts a flexible approach to non-retail uses within the Town Centre, to create a mix of retail, commercial, leisure, residential uses, etc. To ensure the long-term viability and vitality of the Vale's retail centres are maintained, Policy SP11 supports a range of uses where it "increase footfall within the centres". This aligns with the Welsh Government's Town

Centre First principle and is expected to lead to long-term positive effects for the Vale's service economy and local employment opportunities.

9.2.9 Through Policy SP1 (Sustainable Growth Strategy), new housing development is concentrated in locations that are accessible by existing public transport routes. This focuses a level of growth within Barry (Policy KS1: Land at North West Barry), reflecting it being the Vale's largest settlement that is well connected with sustainable transport options and neighbouring economic areas - notably Cardiff and Bridgend, with access expected to improve as part of Metro advances. Barry also offers a range of strategic services and facilities, experiencing major growth during the previous plan period, including through the mixed-use redevelopment of Barry Waterfront. It is recognised that there are continued plans for regeneration of Barry Waterfront, and investment in Barry Island, which is a focal point for tourism. Delivering growth on site KS1 will bring forward development within proximity to an enterprise zone – Land south of Port Road.

9.2.10 Policy SP1 also directs a proportion of growth towards the Primary Settlements of St Athan (Policy KS4: Land at Church Farm; and Policy KS5: Land to the West of St Athan) and Rhoose (Policy KS3: Land at Readers Way). Locating new development in proximity to the Cardiff Airport and Bro Tathan Enterprise Zone will help integrate housing and employment, supporting sustainable travel and local labour markets. Infrastructure improvements, including those associated with the South Wales Metro and the Cardiff Capital Region Transport Plan, will further enhance accessibility and strengthen the Vale's role within the South East Wales Growth Area. Growth at these Key Sites will deliver development within proximity to enterprise zones and employment sites; growth on site KS2 will deliver development with proximity to an employment site.

9.2.11 The Deposit Plan identifies Cowbridge, Penarth and Llantwit Major as Service Centre Settlements through Policy SP2 (Settlement Hierarchy), and Study findings (2023). These settlements will provide a range of employment, retail and service functions for their surrounding communities. Supporting growth in these locations enables access to jobs, services and facilities via sustainable modes of transport, while supporting the continued viability of local businesses. The nature of the Vale's settlement patterns means that residents within the main towns and settlements are better able to access a range of facilities by walking, cycling and public transport. Directing growth to these locations is therefore considered to lead to long term positive effects. Policy SP13 (Community Infrastructure and Planning Obligations) further seeks to ensure settlements' economic prosperity, ensuring all new developments in the Vale of Glamorgan are supported by appropriate services and facilities to meet their needs and the needs of the existing community.

9.2.12 A suite of non-strategic policies (EMP1–EMP5) provide a comprehensive framework for supporting, managing and protecting employment land and activities across the Vale of Glamorgan. Policy EMP1 (Employment Regeneration Opportunity Areas) outlines support for redevelopment and enhancement of land and premises at Former Aberthaw Power Station and Land at the Port of Barry for B1, B2 and B8 uses, and low and zero carbon related employment and infrastructure proposals. These two sites are

identified as important areas for supporting the Deposit Plan's objectives of addressing climate change and greening the Vale's economy.

- 9.2.13 Policy EMP2 (MOD St Athan) safeguards the continued operational role of the Ministry of Defence at St Athan and supports complementary employment uses within and adjacent to the site. Maintaining the integrity of this site is critical to sustaining a high-value employment base and fostering opportunities for supply-chain and specialist business growth and is anticipated to have positive effects on the economy and employment.
- 9.2.14 Policies EMP3 (Protection of Existing Employment Sites and Premises) and EMP4 (Non-Employment Proposals on Existing Employment Areas and Premises) work in tandem to manage existing employment sites and to guide proposals for alternative uses. EMP3 identifies a hierarchy of employment areas across the Vale, including major strategic sites, secondary sites and smaller local employment areas, providing long-term protection for land that is critical to the area's economic base. EMP4 introduces a balanced approach to assessing any proposals involving the loss or redevelopment of employment land, ensuring that changes of use are supported only where there is clear evidence of a lack of demand or where they deliver significant community or regeneration benefits. Together, these policies maintain the stability and adaptability of the Vale's employment land supply, supporting both existing and evolving sectors and ensuring that economic opportunities are retained across the authority area.
- 9.2.15 EMP5 (New Employment Proposals Within Settlements) encourages the development of new employment opportunities in sustainable and accessible locations, reflecting the Plan's spatial strategy and the need to support economic activity across both urban and rural communities. EMP5 promotes employment development within settlement boundaries, including the re-use and intensification of underutilised sites, helping to create local jobs close to where people live and contributing to the vitality of town and district centres. EMP5 supports rural enterprise and diversification, encouraging appropriate business development within the countryside that utilises existing buildings and supports the viability of rural economies.
- 9.2.16 It is noted that non-strategic Policy GT1 (Gypsy and Traveller Accommodation) also has an economy and employment focus, demonstrated through its focus on ensuring new and extensions to gypsy and traveller sites have reasonable access to employment opportunities.

## Consideration of cumulative effects

- 9.2.17 Vale of Glamorgan's location within the Cardiff Capital Region (CCR) gives it a broad regional context, and its location neighbouring Cardiff places it in a strong strategic location in terms of the regional economy. In this respect, there is potential for cumulative positive effects on the regional economy resulting from proposed growth in the Vale and vice versa.
- 9.2.18 The CCR City Deal identifies regional economic challenges and opportunities for the ten authorities which comprise the CCR, including Vale of Glamorgan. Addressing economic challenges and maximising opportunities are key objectives for the City Deal, which has the potential to lead to significant positive cumulative effects for the Vale in the long term. Notably CCR has funded a number of major investments within the region,

including the recent purchase of the former Aberthaw Power Station and facilitate its demolition, remediation, and redevelopment as a green energy park.

9.2.19 Vale of Glamorgan falls within the National Growth Area of Cardiff, Newport and the Valleys, which is identified through Future Wales as the focus for growth and investment in the South East Region. To deliver these regional priorities and aspirations, Future Wales recognises that the 10 authorities within the region do not exist in isolation from each other and that preparing Local Development Plans, planning authorities *“will need to consider the interdependence of Cardiff and the wider region, ensuring communities around the Capital are vibrant, prosperous and connected”*. For the Vale’s emerging RLDP this will require consideration of how the aspirations for the Vale of Glamorgan in terms of housing and economic growth align and compliment with the wider regional aspirations, particularly those of neighbouring Cardiff and Bridgend.

9.2.20 Cardiff Airport will be key in this respect, recognised as an important gateway for business and tourism in South Wales. The airport plays a significant role in supporting the regional economy and connecting South Wales to destinations across the UK and the world. Stimulating inward investment is anticipated to lead to positive cumulative effects for the region.

9.2.21 Neighbouring authorities Bridgend and Cardiff identify travel to work patterns within their respective emerging RDLP and adopted LDP. Both show reasonable levels of out-commuting to and from the Vale. The role of Cardiff and Bridgend as a principal retail, employment, and service centres for the Vale’s east and western communities is also highlighted. Focusing growth within the Vale’s Strategic Growth Area along strategic transport routes will likely strengthen the interrelationships with adjoining authorities, promoting modal shift and increased accessibility between key settlements/ service centres within the region.

9.2.22 In terms of Rhondda Cynon Taf to the north, strategic road links connect the County Borough with the Vale of Glamorgan. The adopted LDP highlights the importance of Bro Tathan in the Vale of Glamorgan, providing a level of employment to Rhondda residents. As above, it is considered that growth/ investment throughout the region will support important communication links, with positive effects likely where growth within the Vale is focussed on strategic transport routes.

9.2.23 The visitor economy is notably significant in Vale of Glamorgan, which is largely due to the presence of Glamorgan Heritage Coast, Whitmore Bay, Barry Island and Penarth, as well as its location within the South East Wales region. It is considered that as a National Growth Area (discussed above), investment in the region, including necessary infrastructure, will support the local visitor economy.

## Conclusions

9.2.24 The Deposit Plan continues to prioritise sustainable economic growth and employment creation and regeneration across the Vale of Glamorgan. The primary focus of housing and employment growth within the Vale is shaped by the settlement hierarchy of and reflecting the role and function of places. Most development, including Key Sites, is directed towards the Key

Settlement, Service Centre Settlements, and Primary Settlements where there is greatest access to sustainable transport modes and wider infrastructure.

9.2.25 The Deposit Plan also looks to capitalise on existing economic connections (such as the Cardiff Airport and Bro Tathan Enterprise Zone) and future investment associated with the Cardiff Capital City Region, including infrastructure enhancements such as the South Wales Metro project. As such, the Deposit Plan performs well, recognising that 'connected development' is a key driver for growth as part of the of the Southeast Wales Growth Area and a key consideration in accordance with Future Wales. The potential delivery of a rail station at St Athan would also improve economic connections within and outside of the Vale.

9.2.26 Overall, the Deposit Plan is predicted to lead to **significant long-term positive effects** regarding the economy and employment ISA topic. It takes advantage of opportunities arising from the Vale's strategic location, capitalising upon major employment allocations in sustainable locations, as key areas of investment. As a result, it should help to provide significant employment and training opportunities, enable established business to expand, and provide attractive areas for local business investment. It is considered that economic growth could potentially reduce out-commuting, however the strategy still seeks to enhance those key sustainable connections with strategic employment areas outside of the Vale, such as Cardiff.

## 9.3 Population and communities

### Appraisal of the Deposit Plan

9.3.1 A key consideration under the population and communities ISA topic is the provision of the right number of homes in the right places, including delivering a sufficient mix of housing types and tenures to meet different identified needs within the community. The allocation of the five Key Sites is considered to contribute well in this respect, as they are all located within close proximity to existing settlements in Vale of Glamorgan.

9.3.2 As set out in Policy SP6 (Housing Requirement), the RLDP will make provision for 8,660 dwellings to deliver a housing requirement of 7,890 dwellings (including a 10% flexibility allowance). The level of growth is considered to represent an appropriate growth strategy for the Vale over the plan period. It is deliverable and suitably ambitious, particularly given the Vale's position within the national growth area, and will address the acute need for affordable housing whilst being achievable within the constraints of the natural and built environment. On this basis, the Deposit Plan is considered to have a significant long-term positive effect in relation to this ISA topic, ensuring the delivery of new homes to exceed local needs.

9.3.3 In terms of the location of new housing and employment, the RLDP focuses development within the Strategic Growth Area. This area accommodates the main centres of population and urban settlements that are served by a range of facilities and services and are accessible by sustainable transport modes. Within the Strategic Growth Area, Barry is identified as the Key Settlement,

supported by the Service Centre Settlements of Llantwit Major, Penarth and Cowbridge.

- 9.3.4 The Primary Settlements of Sully, Dinas Powys, Llandough (Penarth), Rhoose and St Athan have also been included within the Strategic Growth Area. These are considered to be sustainable locations where new residential development can be aligned with employment and services, and where there are existing and proposed sustainable transport options to reduce the need to travel by car. Key Site policies KS3 (Land at Readers Way Rhoose) and KS5 (Land to the West of St Athan) are examples where development would form a logical extension to existing settlements, delivering sustainable growth.
- 9.3.5 Outside of the higher-tier settlements, the Service Centre of Cowbridge is apportioned a significant level of growth, reflecting the sustainable nature of the settlement (as identified in the settlement appraisal review), with a thriving high street, primary and secondary schools, and a wide range of services. It is considered that the RLDP suitably addresses the ISA objective to provide "*homes, and community infrastructure, in sustainable locations to meet identified needs.*"
- 9.3.6 The Local Housing Market Assessment (LHMA) 2023 identifies that the Vale has a significant need for affordable homes, with need steadily increasing over the past decade. The greatest need is within Barry and Penarth / Llandough and predominantly comprises smaller one- and two-bedroom homes, reflecting the high proportion of single-person households and couples without children. To meet this need, Policy SP7 (Affordable Housing Provision) sets out that the residential requirement identified in Policy SP6 will be expected to deliver a minimum of 3,070 affordable homes over the plan period. The RLDP therefore performs well in directing growth to those areas of the Vale with the greatest identified housing need, particularly Barry and Penarth.
- 9.3.7 Notably, 40% affordable housing (100 units) is required at Key Site Land to the North of Dinas Powys (Policy KS2), while 35% (182 units) is required at Land at Readers Way Rhoose (Policy KS3) and for Land at Church Farm St Athan (186 units in total; Policy KS4). A 35% affordable housing requirement (210 units) is also stipulated for Land to the West of St Athan (Policy KS5). A 30% affordable housing requirement (113 units) is set for Land at North West Barry (Policy KS1). It is considered that the delivery of Key Sites within the Strategic Growth Area will contribute positively towards meeting affordable housing needs.
- 9.3.8 The RLDP also allows for small-scale, affordable housing-led development in settlements outside the Strategic Growth Area at a scale proportionate to the size of the settlement. It is considered that this approach will help maintain a balanced demographic structure within the minor rural settlements and will assist in sustaining local services and facilities, including schools. In terms of specific allocations, Policies HG4 (Rural Affordable Housing Led Sites) and HG5 (Affordable Housing Exceptions Sites) will enable small and medium sites, including within smaller settlements, to contribute to meeting rural housing needs.

9.3.9 It is recognised (Census 2021) that the population of the Vale of Glamorgan is ageing. Policy SP7 (Affordable Housing Provision) therefore states that, in meeting the affordable housing target, the Plan will ensure that “*a range of tenures and sizes of homes, as well as an appropriate balance of general needs and specialist accommodation*” is achieved, informed by the Local Housing Market Assessment, waiting list data and the Older Persons Housing Strategy. Furthermore, Policies SP6 (Housing Requirement) and SP4 (Placemaking) make provision for new housing developments to include specialist and older persons’ accommodation as part of the overall mix within residential developments. In this context, Policy PGD2 (Residential Development Densities) and Policy PGD1 (Creating Well-Designed Places) will play a key role in ensuring that new housing achieves appropriate design quality, accessibility and mix in accordance with placemaking and well-being principles.

9.3.10 Policy SP4 (Placemaking) outlines that all development proposals must provide a range of housing types and tenures, further contributing towards meeting local needs. More broadly, Policy SP4 sets out the Placemaking Principles that must be demonstrated through development proposals. This includes creating a diverse mix of multifunctional spaces, ensuring development is well connected and inclusive, and strategically integrating Green Infrastructure networks and open space. Policy SP4 aligns with Welsh Government policy on placemaking and is anticipated to deliver multiple benefits, improving quality of life and community well-being. This reflects the Vale of Glamorgan Council’s commitment as a signatory to the Placemaking Charter Wales.

9.3.11 Community well-being is also supported through Policy SP13 (Community Infrastructure and Planning Obligations), Policy SP19 (Biodiversity and Ecosystem Resilience) and Policy SP18 (Green Infrastructure). Policy SP13 sets the requirements for ensuring that all new developments in the Vale are supported by appropriate services and facilities to meet both their own needs and those of the existing community. This includes, but is not limited to, affordable and specialist housing and community facilities. Supporting policy text recognises that the timely delivery of necessary infrastructure to support and mitigate the impact of new development will be essential to delivering sustainable communities. Implementation will also be guided by Policy CI3 (New Community Facilities) and Policy CI4 (Protecting and Enhancing Existing Community Facilities), which together ensure that community infrastructure keeps pace with population growth.

9.3.12 It is recognised that site-specific community infrastructure requirements are identified under the relevant key site allocations set out in Policies KS1 to KS5. Notably, placemaking principles are embedded within Policy KS1 (Land at North West Barry). The Key Site is allocated for 376 homes over the plan period and is expected to provide financial contributions to the off-site delivery of additional school places, and the provision or enhancement of community facilities in the area. The contribution to infrastructure alongside new homes is considered to lead to long-term positive effects in terms of supporting sustainable communities and promoting self-containment. Effects are likely to be particularly significant in Barry, where existing infrastructure capacity, is currently limited. Planned development will therefore support the

sustainable growth and regeneration of Barry, targeting areas of relative deprivation.

- 9.3.13 It is noted that Barry (Holton Road), Penarth and Cowbridge are identified as Town Centres, playing an important role in providing retail and services for their surrounding and wider communities. Recognising the changing role of traditional town centres, Policy SP11 (Retail, Commercial and Service Centre Hierarchy) sets guidelines for their continued evolution. In accordance with national policy, this includes moving towards multifunctional centres that accommodate a broad range of retail, leisure and service uses. Supporting policies RCS1 (Resilient Retail, Commercial and Service Centres) and RCS3 (Hot Food Takeaways) further guide appropriate uses within centres to protect vitality and viability.
- 9.3.14 It is a requirement that the Council takes account of the needs of the Gypsy and Traveller community in preparing their development plan. Policy SP9 (Gypsy and Traveller Site Provision) therefore seeks to ensure that the need identified through the latest Gypsy and Traveller Accommodation Assessment (GTAA) is met. In line with Policy SP9, land will be made available for 7 additional Gypsy and Traveller pitches to be delivered over the plan period (by 2036).

## Consideration of cumulative effects

- 9.3.15 Development proposed within Vale of Glamorgan has the potential to lead to positive cumulative effects alongside growth proposed by neighbouring local authority areas within the Cardiff Capital Region, particularly in relation to the supply of a sufficient quantity of the new homes in sustainable locations.
- 9.3.16 The adopted and emerging LDPs of the surrounding local authority areas propose meeting or exceeding their identified housing needs. In this respect, the proposed housing delivery of the Deposit Plan has the potential to contribute towards regional growth.
- 9.3.17 The level of growth proposed accords with the aspirations for the Vale of Glamorgan within the Future Wales national growth area, whilst at the same time being complementary to and not competing with Cardiff. This includes encouraging existing residents to live and work in the Vale (reducing out-migration and out-commuting) as well as encouraging the in-migration of new residents. This is important, given the need to strengthen the working and school age population to offset the Vale's ageing population.
- 9.3.18 In this context, there are likely to be positive cumulative effects associated with region-wide growth. These will be strengthened by proposed enhancements to cross-boundary sustainable transport infrastructure proposed through the CCR City Deal. It is likely that this will improve access to existing services and facilities available at a range of Principal Settlements, including Barry, Cardiff, and Bridgend.

## Conclusions

- 9.3.19 The Deposit Plan delivers a level of growth which exceeds the Vale of Glamorgan's identified housing need over the plan period. It performs well overall against the population and communities ISA objectives, with **significant long-term positive effects** concluded.

- 9.3.20 The RLDP seeks to deliver a sustainable level of housing and employment growth, supported by appropriate infrastructure to accord with the Vale's position within the Cardiff Capital Region / Future Wales national growth area. It is considered that focusing growth, including key strategic sites, within the Strategic Growth Area will support the development of adaptable, accessible, well-connected communities.
- 9.3.21 Strategic policy requirements include ensuring that proposals adhere to place-making principles, reflecting the Council's role as signatory to the Placemaking Charter Wales. Embedding placemaking principles in the planning, design, and management of new and existing places will likely deliver communities with a strong sense of identity, that offer a sustainable range of services and facilities and that are equipped with adequate infrastructure. This includes directing a significant proportion of growth to areas in the Vale with the greatest housing need (notably Barry and Penarth)<sup>3</sup>, however there is a general need for a range of types and sizes of affordable housing across the Vale.

## 9.4 Health and wellbeing

### Appraisal of the Deposit Plan

- 9.4.1 A key aspect of achieving positive health and wellbeing outcomes through new development is the extent to which residents are able to make healthy travel choices when accessing key services, facilities, and employment. In practice, this means locating development within reasonable walking or cycling distance of such facilities and linking it with suitable walking and cycling infrastructure.
- 9.4.2 An objective of the Deposit Plan has therefore been to allocate mixed-use, strategic-scale sites in sustainable locations; balancing employment provision with the level of population growth to reduce commuting. Notably, the Key Sites have been identified where they will be able to limit the need to travel and offer a choice of sustainable transportation modes to engage with, with the priority being on walking, cycling and passenger transport. Sites KS1 (Land at North West Barry), KS2 (Land to the North of Dinas Powys) and KS3 (Land at Readers Way Rhoose) are all within close proximity to a Public Right of Way and the National Cycle Network; sites KS4 and KS5 are within close proximity to a Public Right of Way but are removed from the National Cycle Network. Only site KS3 is in close proximity to the Welsh Coastal Path. This aligns with Policy SP10 (Sustainable Transport), which promotes a modal shift towards active travel and public transport through well-designed, connected development.
- 9.4.3 Furthermore, the Key Site policies include provisions linked to promoting active travel and thereby promoting active lifestyles. This is largely linked to providing active travel routes on site, improving the connectivity of the sites to the active travel network, and contributing to off-site sustainable transport measures. This process will be guided by Policy PGD1 (Creating Well-Designed and Inclusive Places) and Policy PGD2 (Residential Development

---

<sup>3</sup> Vale of Glamorgan Local Housing Market Assessment (LHMA)

Densities), which together ensure that the design and layout of new development support healthy lifestyles and active travel.

- 9.4.4 More broadly speaking, the RLDP facilitates healthy travel choices by directing growth to the Key Settlement of Barry, supported by the Service Centre settlements of Llantwit Major, Penarth and Cowbridge. The nature of the Vale's settlement patterns means that residents within these locations are better able to access a range of facilities by walking, cycling and public transport. The Plan therefore performs well in terms of the ISA objective to "*promote healthy and sustainable places well connected to sustainable transport options.*"
- 9.4.5 Consideration is also given to the impact of the COVID-19 pandemic on the health of communities. Notably, Building Better Places (2020) acknowledges the post-pandemic behavioural shift of increased cycling and walking activity, and new working-from-home patterns, which have reduced the overall need to travel. It is considered that the RLDP will play an important role in supporting post-Covid recovery in the Vale of Glamorgan, whilst also contributing towards the long-term resilience of communities. The strategic policy framework supports this modal shift and change in working patterns, particularly through Policy SP10 (Sustainable Transport) and Policy SP4 (Placemaking), which encourage accessible, adaptable development that integrates home-working spaces and sustainable transport options.
- 9.4.6 In terms of access to day-to-day services and facilities, the Key Sites are positioned well to access important infrastructure that supports health and wellbeing. Sites KS2 and KS3 are within walking distance of a dental practice, an opticians, a pharmacy, and a GP surgery. Additionally, sites KS4 and KS5 are within walking distance of a pharmacy and a GP surgery. Site KS1 is not within walking distance of such infrastructure. It is noted that none of the sites are within walking distance of a leisure centre or public open space, to allow for safe outdoor engagement with physical activities like sport and exercise. However, the focus of the Key Site policies on providing financial contributions to community facilities (both creating new ones and providing enhancements to existing ones), as well as providing usable open space within the site boundaries, is anticipated to contribute towards and promote active and healthy lifestyles.
- 9.4.7 Policy SP5 (Creating Healthy and Inclusive Places and Spaces) further contributes to health and wellbeing as it sets a range of development criteria to both improve health inequalities and promote social cohesion throughout the Vale. This is expanded upon through Policy SP13 (Community Infrastructure and Planning Obligations), which sets the requirements for ensuring all new developments in the Vale are supported by appropriate services and facilities to meet their needs and the needs of the existing community. This includes, but is not limited to, leisure, sport and recreational facilities; community growing spaces (for example, allotments); green infrastructure; community facilities; healthcare facilities; and public open space. Supporting non-strategic policies CI1 (Open Space Provision) and CI3 (New Community Facilities) ensure that new developments contribute to accessible and high-quality spaces for recreation and well-being, while CI4 (Protecting and Enhancing Existing Community Facilities) safeguards valued local amenities.

9.4.8 In terms of access to healthcare provision specifically, whilst the Vale of Glamorgan Council does not directly deliver healthcare facilities, it plays a key enabling role in supporting the provision of health infrastructure where opportunities arise. Policy SP5 (Creating Healthy and Inclusive Places and Spaces) therefore supports “*the provision of new and enhanced community and healthcare facilities*” and requires new development to “*protect existing public health and well-being.*” The supporting framework further reinforces the need to plan positively for healthcare provision, ensuring such facilities are accessible and well-integrated with new growth areas.

9.4.9 It is recognised that the delivery of large housing or mixed-use developments should have regard to whether there is a need to deliver appropriate health care facilities. This is particularly relevant where sites are developed in multiple phases, during which time the demands generated by a development may evolve.

9.4.10 It is also important to highlight the role that holistic green infrastructure plays in delivering multiple health benefits to communities. This includes, but is not limited to, opportunities for recreation and relaxation; promoting physical and mental health and well-being; facilitating learning; and supporting local food production. Policy SP19 (Green Infrastructure) therefore requires all development to “*incorporate measures that protect and enhance high quality multi-functional green infrastructure provision*”. These requirements are likely to be strengthened through the delivery of the five Key Sites.

## Consideration of cumulative effects

9.4.11 It is recognised that proposed growth in the Vale and wider Cardiff Capital Region has the potential to exacerbate health service capacity issues where they exist. In preparing the RLDP, the Council have been working closely with the Cardiff and Vale Local Health Board to identify future health and well-being issues, such as the need to identify locations for new health services. Collaboration between planning authorities and key infrastructure providers can ensure provision is fit for purpose and can be co-ordinated and timed to support placemaking aspirations. It is noted that regional evidence in this respect is ongoing and will inform the deposit plan.

9.4.12 All local authorities in Wales have to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNM). The ATNM shows the active travel connectivity between the Vale and neighbouring authority areas, particularly Cardiff to the east and Bridgend to the west. In this respect, there are opportunities to strengthen cross boundary active travel infrastructure, delivering a coherent consolidated network with neighbouring authorities. Due to the Welsh Government’s support for a modal shift to active travel, individual authorities are increasingly seeking to incentivise walking and cycling. These efforts will likely contribute towards cross-boundary working in this respect, delivering positive cumulative effects on the overall health and wellbeing of residents in the CCR.

## Conclusions

9.4.13 The Deposit Plan recognises that the health and wellbeing of communities is crucially important to delivering long term sustainable development and

placemaking. This includes physical, mental, and social wellbeing, with **significant long term positive effects** concluded at this stage.

- 9.4.14 Focussing growth in the most sustainable locations within the Strategic Growth Area therefore contributes positively to the health and wellbeing ISA topic. It ensures that residents have better access to active / public transport and existing services and facilities, which are largely located in the Key Settlement of Barry and supporting Service Centre Settlements. This is anticipated to support opportunities to link new development with the Vale's existing walking and cycling network, in addition to green infrastructure, whilst also offering potential to secure enhancements to these networks through the development process. In this respect, the Key Sites and their associated policies are anticipated to work well towards promoting healthy lifestyles for new and existing residents.
- 9.4.15 Another key contributing factor to health and wellbeing is access to local greenspaces. The Deposit Plan performs positively in terms of setting requirements for provision of green infrastructure and protecting and enhancing connectivity between green infrastructure assets.

## 9.5 Equality, diversity, and social inclusion

### Appraisal of the Deposit Plan

- 9.5.1 The focus of the equalities, diversity and social inclusion ISA topic is on reducing poverty and inequality, tackling social exclusion and promoting community cohesion. Many aspects of equalities, diversity and social inclusion do not have a spatial dimension and are unlikely to be directly affected by the spatial distribution of growth through the Deposit Plan. However, the overall level of provision of land uses such as housing and employment, which is set by the RLDP, will potentially affect underlying influences such as access to employment, housing and community facilities. In this respect, it is considered that distributing growth to Barry as the Key Settlement, supported by the Service Centre Settlements of Llantwit Major, Penarth and Cowbridge, will help to support and sustain a hierarchy of vibrant, inclusive centres.
- 9.5.2 The Vale exhibits considerable socio-economic diversity, with parts of the Rural Vale containing some of the most affluent communities in Wales and other communities falling within the highest 10% of most deprived areas nationally. The Welsh Index of Multiple Deprivation (WIMD, 2019) shows that the most deprived neighbourhoods in the Vale have persistently been located in Barry, primarily within the eastern wards. The latest WIMD data identified three areas as falling within the top 10% most deprived places in Wales (Gibbonsdown 2, Buttrills 2, and Court 3), with other areas in Barry also falling within the top 20%. In addition, pockets of deprivation are also present in parts of Penarth, St Athan and Llantwit Major. By focusing growth and regeneration investment towards these settlements, the RLDP is anticipated to lead to positive effects by directing resources and employment opportunities to areas of greatest need, helping to reduce inequality and promote inclusion. However, it is recognised that growth on any of the Key Sites will not focus development within specific areas classified as deprived or relatively deprived.

9.5.3 In delivering both housing and economic growth, it is expected that residents will be provided with improved employment opportunities, alongside enhanced access to the facilities and services needed to support a self-contained lifestyle. This includes improving open spaces and active travel routes, supporting the provision of affordable housing, and investing in regeneration opportunities. Policies SP7 (Affordable Housing Provision), SP10 (Sustainable Transport) and SP14 (Employment Growth) ensure that housing, transport, and job creation are balanced and accessible. Implementation will be guided by Policy SP19 (Green Infrastructure) which enhances walkability, connectivity and access to green space - key determinants of community wellbeing and inclusion.

9.5.4 Through delivering growth in accordance with the Settlement Hierarchy (Policy SP2), the Deposit Plan will also support improved access to health and social care services. It is recognised through the Plan that this can be a more challenging issue for some parts of the Vale, particularly given the ageing population, and the rural nature of the Vale aligned with limited public transport provision. Compliance with Policy SP5 (Creating Healthy and Inclusive Places and Spaces) will ensure that, where possible, these health inequalities are addressed. This includes, for example, "*ensuring that all places and developments are as inclusive as possible, capable of adapting to a broad range of changing needs and delivering a high quality of life*".

9.5.5 Implementation of the Placemaking Principles will support the creation of adaptable, accessible, well-connected communities that have a strong sense of identity. Policy SP4 (Placemaking) requires that development follow the Placemaking Principles to deliver multiple benefits. This includes "*prioritising the determinants of health and well-being during the design process*" and "*strategically integrating Green Infrastructure networks and open space into development, delivering social, environmental, and ecological benefits*". It is considered that high standards of design will create attractive places with distinct local identity and a vibrant public realm offering accessibility for all. This is reflected through the Key Site policies (KS1 – KS5), where development is required to provide "*the provision and enhancement of appropriate green infrastructure, leisure, sport and recreation space*".

9.5.6 In terms of access to housing, it is recognised that throughout the Vale, affordable housing need is most significant in communities where development opportunities are limited. A key aspect of the spatial strategy is therefore to allow for affordable housing-led developments within primary settlements and minor rural settlements outside of the Vale of Glamorgan Strategic Growth Area. In line with Policy SP2 (Settlement Hierarchy), development will be supported where it is at a scale that is appropriate to the size of the community it is serving, with the actual number of dwellings dependent on the local context. It is considered that this will provide opportunities for younger and working-aged people who may otherwise have had to move elsewhere within the Vale or the wider area to access housing, and to stay within their own communities. This will likely help maintain a balanced demographic structure within the minor rural settlements, with the potential for long-term positive effects. Supporting non-strategic policies HG4 (Rural Affordable Housing-Led Sites) and HG5 (Affordable Housing Exception Sites) provide the detailed framework to deliver this outcome.

- 9.5.7 The Vale of Glamorgan Older Persons Strategy 'Creating Homes and Neighbourhoods for Later Life 2022–36' highlights the importance of addressing future housing needs associated with an ageing population through the provision of appropriate housing solutions. To address the needs forecast through the Older Persons Strategy, Policies SP5 (Creating Healthy and Inclusive Places and Spaces) and SP7 (Affordable Housing Provision) make provisions for new housing developments to include specialist housing, such as older persons housing, as part of the overall mix within residential developments.
- 9.5.8 Policy SP9 (Gypsy and Traveller Site Provision) seeks to ensure that the need identified through the latest Gypsy and Traveller Accommodation Assessment (GTAA) is met. In line with Policy SP9, land will be made available for 7 additional Gypsy and Traveller pitches to be delivered over the plan period (by 2036).
- 9.5.9 The Welsh language is part of the social and cultural fabric of Wales, and the Welsh Government is committed to ensuring that the Welsh language is supported and encouraged throughout Wales. The 'Key Characteristics' section of the Deposit Plan highlights the increase seen in Welsh language speakers from 2011 to 2021 (Census data). The Census identified that 11.5% of the population aged three or older could speak Welsh, representing an increase when compared with the 2011 Census. This is contrary to the trend experienced across Wales overall, where the number of Welsh speakers has decreased from 2011 to 2021. It is recommended that a specific policy is introduced into the Deposit Plan to support and protect the Welsh language within the Vale. This could include measures to assess the potential effects of development on the use of Welsh Language, measures to ensure capacity in Welsh-speaking schools, measures to safeguard cultural identity, and to ensure that new developments contribute positively to local linguistic and cultural vitality.

## Consideration of cumulative effects

- 9.5.10 There is a degree of crossover between this topic and other ISA topics, particularly in relation to the role of affordable housing and educational opportunities in tackling deep-rooted poverty and deprivation. In this respect, the fact that Vale of Glamorgan and its neighbouring local authority areas are all proposing to meet or exceed their identified housing needs is a positive. In short, this will likely provide the opportunity to meet complex housing needs within particularly deprived communities.
- 9.5.11 Additionally, it is recognised that the proposed enhancements to regional public transport through the CCR City Deal, South Wales Metro rollout, and a potential new rail station at St Athan, will potentially improve access to employment and training opportunities, as well as key services and facilities. Increased accessibility may lead to a reduction in social exclusion, which is a key contributor to deprivation.
- 9.5.12 Overall, it is considered that cumulative effects in relation to equalities, diversity and social exclusion are likely to be minor. Whilst some aspects of this ISA topic are addressed at a local level, the collective actions of the local authority areas at a regional scale are likely to deliver similar benefits, or

potentially even greater benefits, from all the investment being stimulated through the City Deal.

## Conclusions

- 9.5.13 The Deposit Plan performs well in terms of directing growth to those areas of the Vale of Glamorgan identified as more deprived by the Welsh IMD and addressing inequalities in these communities. This will help tackle inequalities and deprivation within the Vale by ensuring residents have access to employment, education, and services nearby.
- 9.5.14 The RLDP also seeks to address issues relating to equalities, diversity, and social inclusion by delivering affordable housing. This is a key objective of the strategy, reflecting the high levels of need seen across many parts of the Vale. Notably the existing backlog of need from people on the housing waiting list is most acute within Barry and Penarth / Llandough, where housing is broadly focused.
- 9.5.15 Consideration is also given through the strategy to seeks to ensure that future housing makes provision for the specific accommodation needs of Gypsy & Travellers, elderly, and disabled people. For example, the strategy seeks to ensure that specialist housing forms part of a wider housing mix on allocated sites identified. Additionally, Key Sites are located well to allow for access to services and facilities. This will help contribute “*to a vibrant, safe, and inclusive public realm*” and create “*a diverse mix of uses and multi-functional spaces*.” This is reflected through a number of the strategic policies as discussed above.
- 9.5.16 It is recommended that stipulations are added into the Deposit Plan in order to support and protect the Welsh language in the Vale. This would be in accordance with national policy, which highlights “*the Welsh language is part of the social and cultural fabric and its future well-being will depend upon a wide range of factors, particularly education, demographic change, community activities and a sound economic base to maintain thriving sustainable communities and places*”<sup>4</sup>.
- 9.5.17 Overall, **minor positive effects** are concluded at this stage in relation to the equality, diversity, and social inclusion ISA topic.

## 9.6 Climate change

### Appraisal of the Deposit Plan

- 9.6.1 In July 2019 the Vale of Glamorgan Council joined with Welsh Government and other Councils across the UK in declaring a global ‘climate emergency’. In response to this declaration, Vale of Glamorgan Council created Project Zero – bringing together a wide range of work and opportunities to tackle the climate emergency, reduce the Council’s carbon emissions to net zero by 2030, and encourage positive changes. The Council also published their Climate Change Challenge Plan, covering the period 2021-2030, which works alongside Project Zero to tackle climate change effects.

---

<sup>4</sup> Planning Policy Wales (2021) [https://www.gov.wales/sites/default/files/publications/2021-02/planning-policy-wales-edition-11\\_0.pdf](https://www.gov.wales/sites/default/files/publications/2021-02/planning-policy-wales-edition-11_0.pdf)

- 9.6.2 Closely linked to the climate emergency declaration, in July 2021 the Vale of Glamorgan Council declared a 'nature emergency' and committed to a target of no net loss to biodiversity in the Vale of Glamorgan. The narrative below explores in turn how the Deposit Plan responds to climate change adaptation and mitigation.
- 9.6.3 In relation to climate change adaptation, it is recognised that as a coastal authority climate change will have undoubtably impact on the Vale's coastline and the communities within coastal areas; responding to sea level rise and storms leading to flooding and coastal erosion. It is noted that Natural Resources Wales Communities at Risk Register estimate that there are approximately 5,000 residential properties in the Vale currently at some level of flood risk. A Strategic Flood Consequences analysis has been carried in collaboration with the other ten south east Wales Local Authorities to consider this and will inform the deposit plan.
- 9.6.4 While flood risk from rivers is broadly confined to the Vale's rural areas, flood risk does exist to differing extents in Cowbridge, Dinas Powys and eastern Barry. Only some of these areas benefit from being within TAN15 Defended Zones, and there are other areas with no significant protection from the sea. Where flood risk exists in residential areas, namely Barry and Penarth Marina, these are included within TAN15 Defended Zones. Barry Docks and Aberthaw Power Station are at risk from tidal flooding and are not located within TAN15 Defended Zones.
- 9.6.5 It is noted that areas at risk of flooding identified above are areas of focus for new housing and employment growth. While this broadly presents the potential for adverse effects, it is noted that development proposals will have to ensure compliance with TAN15, ensuring development does not take place in locations with unacceptable flood risk.
- 9.6.6 In relation flooding, none of the allocated sites are at risk of sea flooding. When considering fluvial flood risk, Key Site KS2 (Land to the North of Dinas Powys) overlaps with Fluvial Flood Zone 2 and / or Fluvial Flood Zone 3. Additionally, all five Key Sites overlap with levels of surface water flood risk. However, all five Key Site policies include the need for development to incorporate high quality sustainable drainage systems, in order to reduce flood risk and effects. Additionally, Policy KS1 (Land at North West Barry), Policy KS2 (Land to the North of Dinas Powys) and Policy KS5 (Land to the West of St Athan) seek to focus development away from areas at higher risk of flooding within the site boundaries. It is considered that these Key Site policies and specific stipulations work well to reduce flood risk and flood effects within the site boundaries and within their vicinity, where development could exacerbate flood risk and / or effects.
- 9.6.7 Furthermore, the Key Sites will need to ensure that onsite and associated infrastructure and planning obligations are met in line with Policy SP13 (Community Infrastructure and Planning Obligations). This includes ensuring that "*where appropriate, environmental protection and enhancement such as flood prevention... is delivered*". This is anticipated to help reduce the risk of flooding, and the effects development could have on flood risk elsewhere.
- 9.6.8 Whilst it is noted that site HG1(5) also overlaps with Fluvial Flood Zone 2 and / or Fluvial Flood Zone 3, and a number of smaller housing allocations

overlap with surface water flood risk, these sites were previously allocated in the adopted Local Development Plan and as such it is anticipated that effects have been mitigated. Additionally, the provisions of the wider Deposit Plan policies are considered to provide further mitigation. The same can be said for the rural affordable housing led sites, which also overlap with fluvial and / or surface water flood risk areas; wider policy provision in the Deposit Plan is considered to reduce the risk and effects of flooding linked to development at this location.

9.6.9 All development proposals, including development on the Key Sites, will also be required to align with the requirements of Policy SP16 (Climate Change Mitigation and Adaptation) which requires proposals to direct development “*away from areas identified as being at risk of flooding and / or coastal erosion and ensure that new development suitably controls surface water run-off through the application of sustainable drainage systems and nature-based solutions*”. It is considered that this policy provision will further help to reduce flood risk and flood effects linked to new development in the Vale of Glamorgan. Additionally, Policy SP13 (Community Infrastructure and Planning Obligations) includes a focus on providing environmental protection and enhancement through new community infrastructure, including flood prevention measures; and non-strategic Policy PGD1 (Creating Well Designed and Inclusive Places) requires all development to achieve high quality design – including multi-functional green open spaces that can deliver enhanced flood mitigation that is resilient to climate change.

9.6.10 When considering climate change mitigation, it is noted that in 2019 the Vale of Glamorgan accounted for approximately 5% of Wales’ carbon emissions, with 8.4 tonnes of CO<sub>2</sub> per capita. While emissions are reducing over time, the Deposit Plan highlights that emissions will have to reduce significantly during the plan period to achieve net zero targets. Policy SP16 (Climate Change Mitigation and Adaptation) therefore sets extensive mitigation requirements, notably including ensuring that new development proposals “*maximise the opportunities for renewable energy development, specifically in local search areas*”. This will be supported by non-strategic policies CC1 (Residential Operational Net Zero Carbon Development), CC4 (Renewable Energy Local Search Areas) and CC5 (Renewable, Low and Zero Carbon Energy Generation), which all seek to support renewable energy generation and reduce carbon and greenhouse gas emissions linked to new development.

9.6.11 Another key criterion of Policy SP16 is to ensure new development proposals “*include Sustainable building design principles, and in the case of new residential development limiting embedded carbon and achieving operation net-zero emissions*”. It is considered that this will maximise resource efficiency and sustainable construction techniques and promote circular economy principles. Opportunities in this respect are likely to be greatest in relation to the Key Sites where development is strategic in scale. As a broad generalisation, strategic growth locations can support a good mix of uses within a given area (supportive of climate change mitigation objectives) and lead to economies of scale that enable delivery of new or upgraded infrastructure (transport, community, low carbon heat/power, green etc.).

9.6.12 It is considered that Key Sites perform positively in respect of the above, with policy requirements notably including a range of infrastructure to meet local needs. Furthermore, Key Sites are situated in a sustainable location and will maximise opportunities for active / public transport.

9.6.13 It is necessary to touch upon the tension between the emerging RLDP's climate change objectives and the intention to support Cardiff Airport, given that aviation emissions are a significant global contributor to climate change. The Climate Change Committee (2023) highlight in their 2023 Progress Report<sup>5</sup> that "*the Wales Transport Strategy commits to maintaining aviation capacity in Wales, whilst recognising the challenges this creates for meeting decarbonisation targets*". Furthermore, "*There is no aviation pathway for Wales that describes how the aviation sector will be decarbonised in line with Wales's Carbon Budgets and the Net Zero target*". The Report recommends that "*The Welsh Government should set out an aviation decarbonisation pathway to 2050, how it will be accommodated in Welsh Carbon Budgets and how Wales will prepare for the roll-out of new technologies*".

9.6.14 Finally touching on the wider policy framework, many are of note in relation to meeting climate change objectives, including:

- Policy SP10 (Sustainable Transport) ensures that new development "*provide the necessary infrastructure for Ultra Low Emission Vehicles in appropriate locations*", alongside more broadly "*improving accessibility for all and connectivity to sustainable transport facilities*".
- Policy SP4 (Placemaking) requires proposals to demonstrate Placemaking Principles, such as "*contributing to a vibrant, safe, and inclusive public realm that encourages Active Travel, supports public transport use and reduces car dependency; and strategically integrating Green Infrastructure networks*."
- Policy SP19 (Green Infrastructure) requires proposals to employ "*nature-based solutions, including the Building with Nature Standards, where possible*".

## Consideration of cumulative effects

9.6.15 In terms of climate change adaptation, there does not appear to be notable potential for negative cumulative effects from development in the Vale in combination with development in neighbouring local authority areas. As a coastal authority climate change will have a dramatic impact on the Vale's coastline and the communities within coastal areas. This extends to neighbouring authorities Cardiff and Bridgend, and the communities extending further along the coastline. However, there is a presumption within Planning Policy Wales against development in high-risk flood zones, which is augmented by Technical Advice Note 15 (TAN15). This will help ensure that development in the Vale of Glamorgan will be part of a regional and national picture of development which is directed away from areas at high risk of flooding. Nonetheless, given the number of properties within the Vale currently at risk of flooding (Natural Resources Wales), cumulative effects are likely to be negative.

<sup>5</sup> <https://www.theccc.org.uk/wp-content/uploads/2023/06/Progress-Report-Reducing-emissions-in-Wales.pdf>

- 9.6.16 In terms of climate change mitigation, there is further potential for cumulative effects. Positive cumulative effects are anticipated from the proposed South East Metro throughout the CCR. This includes enhanced rail connectivity between Barry and Cardiff, and improved bus services throughout the region. This will likely contribute to a modal shift away from the private car and towards more sustainable modes of transport.
- 9.6.17 It is also recognised that the Deposit Plan seeks to promote development within and in proximity to urban settlements that are served by a range of facilities and services and are accessible by a range of transport modes. This will further support modal shift and regional connectivity.
- 9.6.18 The CCR City Deal outlines an ambition for the ten authorities in the region to come together to deliver strategic solutions, including the generation and use of renewable energy. The City Deal identifies that regional development will present opportunities to deliver *“renewable energy-led regeneration and housing programmes”*. In this context, there is potential for positive cumulative effects, particularly as larger-scale development offers a greater opportunity to incorporate low carbon energy.

## Conclusions

- 9.6.19 While flood risk from rivers is broadly confined to rural areas, flood risk exists to differing extents in Cowbridge, Dinas Powys and eastern Barry. The southern coast of the Vale is susceptible to varying degrees of coastal erosion and flood risk, and therefore growth has the potential to lead to new development coming forward in areas of risk. Higher level planning policy and guidance is anticipated to help reduce the risk of flooding, and the effect development will have on flooding within the Vale of Glamorgan. This includes Planning Policy Wales and Technical Advice Note 15, which requires development to be directed away from the highest risk areas. Furthermore, the Deposit Plan includes a focus on directing growth towards sites with low flood risk, particularly in the context of Policy SP16 (Climate Change Mitigation and Adaptation), which raises the issue of flood risk.
- 9.6.20 The Key Sites experience constraints linked to fluvial and / or surface water flood risk; however, all Key Site policies include flood management stipulations to help reduce the risk and effects of flooding within the sites and within their proximity. These stipulations, in combination with higher level policy and the wider policy provision of the Deposit Plan, should suitably mitigate any adverse effects. This includes ensuring that a sequential approach is taken to ensure that development does not take place in areas at high risk of flooding when appropriate areas of lower risk are reasonably available. As such, **minor negative effects** are concluded in relation to climate change adaptation.
- 9.6.21 Regarding climate change mitigation, the distribution of housing and employment growth under the Deposit Plan to areas with good access to public transport, community facilities, existing employment opportunities, and shops is considered a positive effect. This is due to the likely reduction in emissions linked to private transport, as services will be more accessible. Additionally, it is considered that the Deposit Plan has a focus on providing renewable energy resources, which will likely help to reduce the level of carbon and greenhouse gas emissions. As such, **neutral effects** are

considered likely in relation to climate change mitigation, reflecting the likely increase in the built environment within Vale of Glamorgan, and the measures in place to reduce associated emissions.

## 9.7 Transport and movement

### Appraisal of the Deposit Plan

9.7.1 A key priority of Wales Transport Strategy is to bring services to people in order to reduce the need for people to use their cars. The Deposit Plan works well in this respect, by locating major new development in places that are well served by existing services and facilities in accordance with the findings of the sustainable settlement appraisal review.

9.7.2 New housing and employment development in Vale of Glamorgan is concentrated in locations that are served by public transport routes and provide the opportunity to enhance sustainable transport connectivity. For example, the Key Sites have been allocated where they will be able to limit the need to travel and seek to offer a choice of transportation opportunities - with the priority being on walking, cycling and passenger transport. All Key Sites are all within 500m of bus stop / shelter; sites KS1, KS2 and KS3 are within 400m of the nearest active travel route; and site KS2 is within 300m of the nearest rail station. The supporting Key Site policies also make their own provisions for transportation and movement. This includes delivering active travel routes, delivering road infrastructure improvements (or providing a financial contribution to such measures), providing connections to public rights of way, and contributing to off-site sustainable transport measures in the surrounding area. As such, it is considered that the Key Site policies perform positively in relation to transportation and movement; whilst an increase in private vehicles linked to new development is inevitable, the policies work well to provide viable alternatives.

9.7.3 While the Vale of Glamorgan benefits from good transport connectivity by both rail and road, the strategic network experiences congestion at peak hours. Policy SP10 (Sustainable Transport) therefore seeks to address sustainable travel choices in the Vale, setting out the approach for encouraging a modal shift. In line with Policy SP10, new development *“must support an enhanced transport network that increases the proportion of journeys being undertaken by sustainable travel modes”*. One way in which this will be achieved is by *“supporting and facilitating the delivery of the South Wales Metro and Regional Transport Plan”*. This is anticipated to support objectives of Llwybr Newydd, the Wales Transport Strategy (2021) which sets a target for 45% of journeys to be made by public transport, walking and cycling by 2040. Furthermore, supporting non-strategic Policy TR1 (Transport Proposals) also works to enhance transportation and connectivity, by safeguarding land for strategic transport proposals and identifying opportunities for network improvements.

9.7.4 It is noted that there is relatively limited public transport availability in the more remote rural areas and between the Vale’s main towns. The Deposit Plan limits growth within these locations to those sites previously allocated through the adopted Local Development Plan, and to rural affordable housing led sites. It is considered that limiting growth in these locations will

help to discourage future residents from adopting unsustainable travel patterns, and lead to positive effects. However, it is also considered that any negative effects linked to development in these locations would be mitigated by the wider policy provisions of the Deposit Plan. Notably Policy SP4 (Placemaking) requires that *“development will be required to follow placemaking principles”* to deliver multiple benefits. This includes *“Contributing to a vibrant, safe and inclusive public realm that encourages active travel, supports public transport use and reduces car dependency”*. This is supported by non-strategic Policy PGD1 (Creating Well Designed and Inclusive Places).

- 9.7.5 Other relevant policies in this respect include Policy SP13 (Community Infrastructure and Planning Obligations), which seeks to ensure the delivery of new and improved community infrastructure including transport infrastructure and facilities for pedestrians, cyclists, public transport, and vehicular traffic; and Policy SP19 (Green Infrastructure), which states that all development proposals must protect and enhance connectivity between green infrastructure assets.
- 9.7.6 It is further recognised that by focusing growth to St Athan and the wider area also seeks to utilise the potential new station at St Athan. If successful, the station would facilitate significant sustainable travel uptake, particularly for nearby business locations such as Bro Tathan Enterprise Zone and the proposed Aberthaw Green Energy Park.
- 9.7.7 Finally, it is important to touch upon the behavioural shift in people's commuting patterns, which has arisen in response to the Covid-19 pandemic. Changing habits in this respect are supported through the Deposit Plan and its attempt to ensure the sustainable co-location of land uses within the Vale of Glamorgan area. In doing so, it encourages the continuation of increased cycling and walking, and home working patterns as highlighted through Building Better Places. This is further evidenced through Policy SP13 (Community Infrastructure and Planning Obligations), which indicates digital infrastructure is a focus of new community infrastructure coming forward. This is anticipated to support continued home working patterns and reduced peak time congestion on the Vale's strategic roads.

## Consideration of cumulative effects

- 9.7.8 There is potential for both positive and negative cumulative effects in relation to the transport and movement ISA topic, particularly in relation to cross boundary roads and railways, which stand to be impacted by development both within the Vale of Glamorgan and the wider South East Wales region.
- 9.7.9 The nature of the Vale's settlement patterns means that residents within the main towns and settlements are better able to access a range of facilities by walking, cycling and public transport, and the Council continue to improve active travel network within and between settlements. However, there is relatively limited public transport availability in the more remote rural areas and between the Vale's main towns, which limits accessibility to facilities and services, particularly for disadvantaged groups. As such a high reliance on the private vehicle is likely to remain, particularly in the rural settlements.
- 9.7.10 In respect of the above, improvements to cross-boundary public transport connections will be vital for encouraging residents to make a modal shift

from the private car to use of trains and public buses. The South Wales Metro is key in this respect, being part of the original CCR City Deal, with over half of the City Deal total funding ring-fenced for Metro development. The Metro aims to provide an integrated network of active, bus and rail travel that will improve accessibility and make sustainable transport across and throughout the region easier and faster.

- 9.7.11 It is considered that a modal shift is likely to result from delivering a reliable, easy to use and well-integrated active and public transport network across the South East Wales region, which will require collaboration across the relevant local authorities. In this respect, sustainable transport is a key theme of the neighbouring local authority area's LDPs, particularly Cardiff and Bridgend which are key transport hubs.
- 9.7.12 The Vale of Glamorgan rail line crosses the southern part of the Vale, linking Cardiff and Bridgend to the settlements of Penarth and Cogan, Dinas Powys, Barry, Rhoose and Llantwit Major. There are currently four services an hour between Barry and Caerphilly (stopping at locations including Cardiff Central) and an hourly service between Barry and Bridgend. There are also branch lines to Penarth and Barry Island. Targeting new development to the settlements that are served by the rail network is a key part of the strategy, as it will facilitate journeys being made by means other than the car.
- 9.7.13 In terms of the strategic transport network, strategic highways network suffers from congestion at a small number of strategic bottlenecks, with a high proportion of journeys in and out of the Vale made by car. The A4055 through Dinas Powys is a key problem area of the regional road network because of the scale of traffic and associated congestion. Other major strategic transport routes include the A4050 Port Road (connecting Cardiff Airport through Barry to the transport interchange at Culverhouse Cross and the M4) and the A48 Bridgend to Culverhouse Cross (a major strategic transport route that connects Bridgend to Cardiff and the rural Vale to Cardiff and the M4). Cumulatively, it is considered that growth proposed through the emerging Vale of Glamorgan RDLP alongside the emerging RLDP of neighbouring authorities, could have an adverse effect on the road network, particularly where growth is focused away from the key sustainable transport nodes.
- 9.7.14 It is recognised that the Wales Transport Strategy seeks to tackle traffic congestion identified above by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also seeks to address the key road safety priorities for the Vale. The Transport Strategy also supports proposals for the Cardiff Metro and will inform future regional transport planning work.
- 9.7.15 Overall, cumulative effects in relation to public transport are projected to be largely positive, particularly in response to the CCR's City Deal and the South East Metro, which will bolster cross-boundary connectivity in South East Wales.

## Conclusions

- 9.7.16 The Deposit Plan gives great weight to the sustainable transport network and the importance of directing growth to locations which can either integrate

with the existing network or enhance it by strengthening links with key services and facilities. This is evidenced through allocating Key Sites that are broadly within walking and cycling distance of centres, as this will reduce the need to travel outside of the surrounding area to access key services and facilities. Furthermore, the sites are within a good distance of bus services and offer opportunities to engage with rail transport. Given the scale of Key Sites, positive effects are likely to be delivered through infrastructure provision, improved connectivity, and increased levels of self-containment.

- 9.7.17 Furthermore, the wider Deposit Plan policies also perform well in relation to transport and movement, through ensuring high quality development comes forward with a focus on delivering connectivity and supporting infrastructure. The focus on safeguarding land for transport enhancements is also a positive, as it demonstrates an awareness of the importance of active travel routes and public transport schemes.
- 9.7.18 **Minor positive effects** are therefore concluded overall, supporting transport objectives at the local and regional level. Notably, this will lead to positive knock-on effects for the health and wellbeing and climate change ISA topics by encouraging healthy travel choices and reducing congestion resulting from private car usage, thus reducing associated carbon emissions. This could also impact upon the natural resources ISA topic by reducing air pollutants being emitted linked to transportation.

## 9.8 Natural resources (air, soil, minerals, and water)

### Appraisal of the Deposit Plan

- 9.8.1 There are currently no Air Quality Management Areas within the Vale of Glamorgan; the Vale complies with regulations to protect human health and currently meets relevant air quality objectives. However, this will continue to be monitored throughout the RLDP period as the Vale has one of the highest levels of man-made air pollution in Wales. Air emission scores are much higher in the south and east of the county, including Barry, where Cardiff airport is located and the population densities, traffic volumes and proximity to heavy industry are higher than in the more rural areas of the Vale of Glamorgan.
- 9.8.2 It is noted that focussing growth on the key and service centre settlements could exacerbate air quality issues in these areas (where they are identified). For example, whilst Barry is a more accessible location, there will inevitably be more cars on the road as a result of strategic development. However, it is recognised that the Deposit Plan presents an opportunity to lead to positive effects in relation to air quality, by supporting a level of self-containment in these key and service centre settlements.
- 9.8.3 The Key Sites are also located near existing sustainable transport nodes, including bus stops, and as such the Deposit Plan further performs well in relation to air quality by encouraging a reduction in vehicular use. Other policies of relevance to air quality include Policy SP10 (Sustainable Transport), Policy SP16 (Climate Change Mitigation and Adaptation), Policy

SP4 (Placemaking), and Policy SP13 (Community Infrastructure and Planning Obligations), which also support active travel, and address the issue of vehicular emissions on air quality. Furthermore, the non-strategic Policy MIN4 (Sustainable Mineral Working) also includes a focus on protecting air quality during mineral extraction. Hence, the Deposit Plan performs positively in relation to the ISA objectives to *“identify and pursue any opportunities to reduce, or at least, minimise population exposure to air pollution.”*

- 9.8.4 Reflecting its rural nature, much of the Vale is agricultural land, largely classified as Grade 2 or Grade 3.<sup>6</sup> Areas of high-quality agricultural land (Grade 1 and 2) exist to the north and central Vale, notably around Bonvilston, east of Cowbridge, and in the north-eastern corner of the Vale around St Bridges Major and Corntown. However, it is recognised that this is predictive data, and a level of uncertainty therefore exists without full surveys being carried out.
- 9.8.5 The Deposit Plan broadly avoids new development at these locations, given that most of the Key Sites do not intersect with land of agricultural land classification Grade 1 to Grade 3a. Whilst it is recognised that some of the housing site allocations overlap with Grade 1 to Grade 3a agricultural land, these sites have mostly been previously allocated through the adopted Local Development Plan. Additionally, whilst two of the rural affordable housing led sites also overlap with Grade 1 to Grade 3a agricultural land, the scale of development at these sites is not considered likely to lead to significant negative effects.
- 9.8.6 It is recognised that there are limited opportunities for further significant brownfield development in the Vale of Glamorgan. Whilst development is broadly targeted in the most sustainable locations on the edge of settlements, the development of the identified Key Sites will result in the inevitable loss of greenfield resources. It is recommended that a policy stipulation is included to ensure a brownfield first approach (where possible), to safeguard soil resources.
- 9.8.7 It is recognised that the wider plan policies also have a focus on protecting high-quality soils. Non-strategic Policy MIN4 (Sustainable Mineral Working) outlines the support for mineral extraction where there would be no unacceptable loss of agricultural land of Grade 1, 2 and 3a.
- 9.8.8 The Vale of Glamorgan is an important contributor to the regional supply of minerals and includes several active mineral sites. The Council therefore has the responsibility for ensuring that the active mineral sites are located away from the strategic growth area, with the exception of a large active quarry site located between St Athan and Rhoose. The Deposit Plan performs well in terms of broadly directing growth away from mineral sites. Furthermore, in terms of the Key Sites, only one site does not overlap with a mineral safeguarding area. Policies KS1 (Land at North West Barry), KS3 (Land at Readers Way), KS4 (Land at Church Farm) and KS5 (Land to the West of St Athan) all intersect partially or fully with limestone safeguarding areas. It is recommended these policies include a stipulation to ensure the resource is not wholly lost through development in these locations.

---

<sup>6</sup> Predictive Agricultural Land Classification (ALC) mapping

9.8.9 It is noted that a number of smaller housing allocation sites are also within mineral safeguarding areas. This includes sites HG1(8), HG1(7) and HG1(5). These sites had been previously allocated under the made Local Development Plan, and as such their impact is anticipated to minor and mitigation will already been in place. It is noted that sites HG4(1), HG4(2), HG4(3) and HG4(4) are also within mineral safeguarding areas; however, these are small sites, and it is anticipated that the wider policy provision of the Deposit Plan will mitigate any adverse impacts to mineral resources linked to their development.

9.8.10 It is considered that the emerging RLDP will provide for a continued supply of minerals during and beyond the period covered by the RLDP. Policy SP18 (Sustainable Provision of Minerals) performs positively in this respect, setting out how the local and regional need for the provision of a continuous supply of minerals will be achieved.

9.8.11 The major streams of waste arising in the borough include municipal or local authority collected (including household); commercial and industrial; construction, excavation, and demolition; and hazardous. Policy S16 (Sustainable Waste Management) identifies how the emerging RDLP will steer the sustainable management of waste. This will be achieved by promoting and supporting additional sustainable waste management facilities, measures, and strategies in accordance with the waste hierarchy; and supporting the circular economy, amongst other things.

9.8.12 In relation to water resources, water quality within the Vale is generally good (including bathing waters). It is recognised that water resources are managed at a higher level through the WRMP. However, the Deposit Plan policy framework works to support water resources and their quality, by ensuring that water efficiency is maximised and adverse impacts are minimised as far as possible (Policy SP16: Climate Change Mitigation and Adaptation). It is noted that site HG4(1) partially intersects with a source protection zone; however, the level of overlap is minor, and it is anticipated that potential impacts will be mitigated through the WRMP.

### **Consideration of cumulative effects**

9.8.13 Air quality in the Vale is ultimately impacted by commuters across the wider region. Therefore, there is potential for negative cumulative effects concerning air quality. This is especially true if neighbouring local authority areas fail to reduce private car usage, which could counteract any efforts made in Vale of Glamorgan due to in-commuting. Nevertheless, all local authority LDPs within the CCR seek to improve air quality through various transport and climate change related strategies and policies. Of particular note are the City Deal and South Wales Metro, which will encourage the uptake of sustainable transport across the wider region. In this respect, negative effects are not anticipated with regard to air quality. Nevertheless, the existing reliance on private car is unlikely to disappear, and in this respect minor negative effects are possible.

9.8.14 There is the potential for a cumulative loss of greenfield land, as well as productive agricultural land in other local authority areas, as a result of development across the South-East Wales region. In this respect, negative cumulative effects are considered likely regarding land resources.

9.8.15 Development proposed through the emerging RLDP has the potential to interact with development proposed in other local authority areas, leading to both negative and positive cumulative effects on water resources. Notably, water resource and wastewater treatment capacity are generally managed at a catchment level, with Natural Resources Wales, Welsh Water, and wastewater service providers working closely together to monitor the situation and plan ahead to meet predicted demands. The supply / demand position set out within the latest WRMP24<sup>7</sup> forecasts that the South-East Wales Conjunctive Use System (SEWCUS) zone will be in a water resource deficit up to 2050. While it is recognised that the WRMP explores options to overcome resource deficit in local areas, at this stage it is considered that the Deposit Plan could lead to negative cumulative effects on water resources.

## Conclusions

9.8.16 The Deposit Plan seeks to minimise the need to travel, particularly by the private car, and capitalise upon opportunities to promote active / public transport by directing development to the most sustainable locations south of the Vale. Furthermore, the strategic Key Sites perform well in terms of delivering development that connects well with transport nodes and promotes self-containment. The other site allocations also perform well in relation to this. The Deposit Plan will therefore help to reduce the impact of transport-based emissions, delivering improvements in air quality, and contributing towards the Vale's recovery from the Covid-19 pandemic.

9.8.17 The broadly rural nature of the Vale (85% agricultural land) will nonetheless likely see some existing reliance on the private car for travel, which could exacerbate air quality issues. However, it is noted that air quality in the Vale is not a significant issue, reflecting the absence of AQMAs.

9.8.18 The Deposit Plan seeks to promote growth in the most sustainable locations in relation to soil quality, by largely focusing growth away from areas with a greater potential to support agricultural activity. It is recognised that brownfield development opportunities are limited in Vale of Glamorgan; however, it is recommended that a policy stipulation is added to promote a brownfield first approach to development (where possible), to help prevent the loss of productive agricultural soils.

9.8.19 In terms of mineral and water resources, there is a level of uncertainty and a likelihood of negative effects. Whilst a number of sites are located within mineral safeguarding areas, the presence of such resources is unknown. As such, development in these locations could result in the loss of valuable resources. Whilst the Deposit Plan does include stipulations to protect such resources, it is recommended that the relevant Key Site policies are revisited to add stipulations that will help reduce the potential for loss.

9.8.20 Whilst there is a need to conserve natural resources, it is recognised that the extent of growth proposed through the Deposit Plan will result in at least a degree of loss of these resources. A key issue of concern is the loss of greenfield, agricultural land; however, this is largely unavoidable given the limited availability of brownfield land in the Vale. Given that the Deposit Plan focuses growth in areas with a likely lower soil quality, and away from sites

<sup>7</sup> <https://www.dwrcymru.com/en/our-services/water/water-resources/draft-water-resources-management-plan-2024>

with water quality considerations, **minor negative effects** are considered likely. This conclusion also reflects the policy provisions of the Deposit Plan, which seek to maintain and enhance resources.

## 9.9 Biodiversity and geodiversity

### Appraisal of the Deposit Plan

9.9.1 There are two sites in the Vale designated as European sites under the Habitats Directive: the Severn Estuary, which is identified as a RAMSAR site, a Special Area of Conservation (SAC), and a Special Protection Area (SPA); and Dunraven Bay SAC. The Kenfig SAC is also adjacent to the Vale to the east.

9.9.2 A Habitats Regulations Assessment (HRA) has been carried out for the Vale of Glamorgan RLDP. For most combinations of Habitat Sites and impact pathways, it was possible for the HRA to conclude that there would be no likely significant effect, or adverse effect on integrity, either alone or in combination with other projects and plans. The exceptions were the following:

- Recreational pressure regarding the Severn Estuary SPA/SAC/Ramsar;
- Loss of functionally-linked habitat regarding the Severn Estuary SPA/Ramsar; and
- Visual and noise disturbance during construction regarding the Severn Estuary SPA/Ramsar.

9.9.3 This conclusion was informed by the assessment of all policies and site allocations within the Vale of Glamorgan Deposit RLDP, including the Preferred Strategy policies and Key Sites. The HRA identified that for most combinations of Habitats Sites and impact pathways, no likely significant effects or adverse effects on integrity would occur, either alone or in-combination with other plans and projects. However, potential adverse effects were identified in relation to the Severn Estuary SAC/SPA/Ramsar through the following pathways: recreational pressure, loss of functionally linked habitat, and visual and noise disturbance during construction. These impacts are associated with strategic growth and housing policies, including Policy SP1 (Sustainable Growth Strategy), Policy SP2 (Settlement Hierarchy), Policy SP6 (Housing Requirement), Policy HG1 (Housing Allocations) - notably Key Sites KS2 (Land to the North of Dinas Powys, Off Cardiff Road), KS3 (Land at Readers Way, Rhoose), KS4 (Land at Church Farm, St Athan), KS5 (Land to the West of St Athan), as well as Policy SP9 (Gypsy and Traveller Site Provision).

9.9.4 To address the potential for adverse effects on site integrity, the HRA recommends a series of mitigation and policy measures, which are supported by the SEA. In particular, the HRA advises that the Vale of Glamorgan Council collaborates with Natural Resources Wales and neighbouring authorities within the 12.6 km core recreational catchment of the Severn Estuary SAC/SPA/Ramsar to develop and implement a coordinated regional mitigation strategy. This may include the delivery of Suitable Alternative Natural Greenspaces (SANGs) or smaller recreational greenspaces, Strategic Access Management and Monitoring (SAMM)

measures (such as wardening, signage, awareness initiatives, and dog management), and ongoing recreation and bird population monitoring. Further recommendations include the inclusion of specific policy wording in the RLDP to secure mitigation over the Plan period, requirements for non-breeding bird and habitat surveys where development could affect functionally linked land, and provisions to manage construction-phase noise and visual disturbance within 300 metres of the Severn Estuary. Incorporation of these measures within the Deposit Plan will ensure that the RLDP will not result in adverse effects on the integrity of the Severn Estuary SAC/SPA/Ramsar.

9.9.5 There are a range of national designations also present within the Vale, including 27 Sites of Special Scientific Interest (SSSIs). Spatially, the SSSIs are mainly concentrated in the south-east, west, and north, with 11 within and surrounding Barry. A number of sites are within 1km of these designations, including site KS1 (Land at North West Barry), site KS3 (Land at Readers Way Rhoose) site HG1(3), site HG1(1) and site HG4(2). Neither of the Key Site policies include specific stipulations relating to the SSSIs within their proximity; whilst it is anticipated their development would take account of the biodiversity duty, it is recommended these policies are updated to include specific reference to these designated sites. It is likely that this would establish appropriate protection and / or enhancement measures. It is considered that potential effects linked to the housing allocations sites have been mitigated through the made Local Development Plan (given they are already allocated), and potential impacts linked to the rural affordable housing led sites will be mitigated through the wider policy provisions of the Deposit Plan.

9.9.6 Ancient Woodland is also prevalent throughout the Vale, with significant areas in the north and south-east. In terms of the sites, two sites contains Ancient Woodland: KS1 (Land At North West Barry), KS2 (Land To The North Of Dinas Powys), and HG1(1). It is considered that the Key Site policies make appropriate provisions for these areas through the inclusion of a stipulation that retains green infrastructure assets. In relation to the housing site allocation, it is anticipated that provisions have been made and carried over from the adopted Local Development Plan, and the wider policy provisions of the Preferred Strategy will help to mitigate any adverse effects. Notably, Policy SP20 (Biodiversity and Ecosystem Resilience) seeks to ensure that international and UK protected species and habitats are protected in accordance with statutory requirements.

9.9.7 In terms of locally important biodiversity, there are three Local Nature Reserves (LNR) designated within the Vale, located within Barry and Porthkerry. There are also over 360 Sites of Importance for Nature Conservation (SINCs) (also known as Local Wildlife Sites [LWSs]) designated within the Vale. However, it is noted that the Key Sites and other housing sites are not particularly constrained by locally designated biodiversity. The exception is the site KS1 (Land At North West Barry), given it partially overlaps with and is adjacent to a SINC to the south. However, this designation is considered through the policy, and as such the potential for negative effects has been mitigated. Furthermore, Policy SP20 (Biodiversity and Ecosystem Resilience) seeks to ensure the protection of

the integrity of non-statutory locally and regionally designated sites ensuring that they are appropriately protected and managed.

9.9.8 It is recognised that the strategic policy framework seeks to protect and enhance the local biodiversity resource and responds to the declared nature emergency. Notably Policy SP20 (Biodiversity and Ecosystem Resilience) seeks to safeguard designated areas and where possible take advantage of opportunities to create new ecological networks. Policy SP13 (Community Infrastructure and Planning Obligations) sets out the requirements for ensuring all new developments in the Vale of Glamorgan are supported by appropriate infrastructure to meet their needs and the needs of the existing community. This includes biodiversity enhancement, alongside green infrastructure.

9.9.9 Policy SP19 (Green Infrastructure) requires proposals to “*protect and enhance connectivity between green infrastructure assets*” and “*achieve biodiversity net benefit*.” In terms of green assets, it is noted that a Green Infrastructure Assessment has been completed to facilitate a robust and proactive approach to enhancing biodiversity, increasing ecological resilience, and improving well-being outcomes.

9.9.10 It is further noted that the non-strategic policies also have a biodiversity and geodiversity focus. Policy PGD1 (Creating Well Designed And Inclusive Places) indicates that all development must demonstrate it can deliver high quality, multi-functional green open spaces that can also deliver enhanced biodiversity mitigation. This will apply to all housing sites. Additionally, Policy CI5 (Cemetery and Crematorium Provision) outlines the need to protect biodiversity, by ensuring that the extension of Porthkerry Cemetery in Barry (and the provision of additional burial land or crematoriums) will not have an adverse impact on areas of importance for biodiversity. Biodiversity is also protected through Policy DNP7 (Dark Skies), which indicates that external lighting should not have adverse impacts on biodiversity and ecological connectivity.

## Consideration of cumulative effects

9.9.11 Development proposed through the Deposit Plan has the potential to interact with growth proposed in neighbouring local authority areas and lead to cumulative effects on biodiversity and geodiversity. As the LDPs of surrounding local authority areas give consideration to biodiversity and geodiversity, including how they seek to protect and enhance it, there is potential for positive cumulative effects to arise, especially given the biodiversity duty.

9.9.12 The HRA prepared for the RLDP raises concern over the impacts of recreation on the Severn Estuary SAC / SPA / Ramsar, due to the likely increase in visitor pressure effecting bird populations and qualifying habitats. Various research reports have provided compelling links between changes in housing and access levels, and impacts on European protected sites. While this is the case for any habitat, recreational impacts are particularly noteworthy for sites of high conservation importance. Due to different qualifying features and associated sensitivities, European sites differ in their susceptibility to different forms of recreation. Studies across a range of species have shown that the effects from recreation can be complex. The

HRA presents a range of avoidance and mitigation measures that are considered to help reduce impacts; these are also recommended for other Welsh authorities. As such, it is considered that the potential for negative cumulative effects is reduced. It is also recognised that an existing mitigation strategy is already adopted for parts of the Severn Estuary SAC / SPA / Ramsar in England.

9.9.13 It will be important for local planning authorities and stakeholders, such as Natural Resources Wales and Natural England, to work closely to identify potential cross-boundary issues and opportunities, and seek to protect and enhance sites for biodiversity, as well as creating and enhancing ecological corridors / green infrastructure networks. Moreover, where possible, any strategic opportunities to deliver biodiversity net gain should be explored.

## Conclusions

9.9.14 In terms of nationally and locally designated biodiversity, additional growth in the Vale has the potential to lead to negative effects. This is due to the proximity of sites to national designations, overlaps with Ancient Woodland, and the overlap with locally designated sites. However, it is considered that housing-specific policies work well to mitigate the potential for adverse effects – through design stipulations and policy inclusions. It is recommended that Key Site policies are updated, where appropriate, to reference specific designated sites they are in proximity to – in order to help establish appropriate protection and / or enhancement measures.

9.9.15 Furthermore, the Deposit Plan demonstrates a biodiversity and geodiversity focus through the inclusion of specific policies focused on protecting and enhancing green and blue infrastructure across the Vale, design policies that focus on delivering biodiversity benefits, and a focus on promoting ecosystem resilience through development. These policies are anticipated to help reduce negative effects on biodiversity, particularly linked to reducing the potential for habitat fragmentation and / or loss.

9.9.16 Moreover, given the biodiversity duty set out in the Environment (Wales) Act 2016, there is also potential for the Deposit Plan to strengthen existing wildlife corridors. This is reflected through the strategic policy framework which seek to protect and enhance Vale of Glamorgan's green and blue infrastructure.

9.9.17 Overall, at this stage, whilst there is the potential for significant negative effects as outlined by the HRA, the Council is adding a policy that will adopt the recommendations of the HRA and mitigate these effects. Overall **neutral and minor positive effects** are therefore concluded as most likely.

## 9.10 Historic environment

### Appraisal of the Deposit Plan

9.10.1 The Vale of Glamorgan has approximately 740 listed buildings of which 33 are Grade I listed. In addition to this, there are over 100 Scheduled Ancient Monuments, 39 Conservation Areas, 18 areas included in the Register of Historic Parks and Gardens, two areas on the Register of Landscapes of Historic interest in Wales.

- 9.10.2 Although not formally designated, consideration is also given to the Glamorgan Heritage Coast. The effect of the Deposit Plan on the Heritage Coast is explored under the landscape ISA topic.
- 9.10.3 Heritage assets are located throughout the Vale, concentrated to some extent within settlements such as Barry, Penarth, Llantwit Major and Cowbridge. These are the Vale's key settlements / service centres, which are a focus for development, and therefore there is the potential to lead to positive or negative effects. Positive effects include the ongoing regeneration and revival of Barry, particularly the waterfront, which has improved the cultural and social value, as well as its character and appearance.
- 9.10.4 A number of the Key Sites and housing sites are within proximity to heritage assets, areas or features, or contain historic environment considerations within their boundaries. This includes KS1 (Land at North West Barry), KS4 (Land at Church Farm), and KS5 (Land to the West of St Athan), which are within proximity to listed buildings. Additionally, site KS5 is within proximity to a scheduled monument - West Orchard Manor House. Both Policy KS1 and Policy KS4 include stipulations relating to heritage, which help to protect the setting and significance of the listed structures. However, Policy KS5 does not include heritage stipulations. It is recommended that the policy is revisited, and heritage considerations are included, so that the setting and significance of the scheduled monument and the listed structures in proximity to the site are not compromised.
- 9.10.5 It is also noted that sites KS2, KS3, KS4 and KS5 are within archaeological sensitive areas, which highlight the potential for these sites to have archaeological significance. It will be important for development of these sites to seek professional archaeological advice to establish their importance. It is recommended a stipulation is added to these policies to ensure that archaeological sensitivity and significance is determined through development.
- 9.10.6 It is recognised that two of the housing site allocations (HG1(3) and HG1(5)) are also within proximity to historic environment constraints. However, as these sites were allocated in the adopted Local Development Plan, it is considered that negative effects have been mitigated. Furthermore, whilst site HG4(2) is in proximity to the Aberthin Conservation Area, it is considered that the wider policy provision of the Deposit Plan will mitigate any potential negative effects that could come forward linked to development in this area.
- 9.10.7 It is also noted that a number of the housing site allocations are also within archaeological sensitive areas. However, given that the housing site allocations have been allocated through the previous Local Development Plan, it is considered that their sensitivity and significance has already been assessed.
- 9.10.8 Whilst development new development could lead to adverse effects on designated and non-designated heritage assets, areas and features, the Deposit Plan has sought to outline the importance of protecting and enhancing the existing historic built environment. Policy SP2 (Settlement Hierarchy) indicates that the character of settlements will be protected and enhanced where possible. This is supported by Policy SSC1 (Development within Settlement Boundaries), which outlines the need for development

within settlement boundaries to be compatible with the existing built environment in terms of layout, density and appearance.

9.10.9 Furthermore, Policy SP4 (Placemaking) requires that “*development proposals demonstrate placemaking principles*” to deliver multiple benefits. This includes “*ensuring high quality sustainable design that reflects local distinctiveness, character, and cultural identity*” and “*protecting and enhancing the Historic Environment*”. This is supported by a number of non-strategic policies, including Policy PGD1 (Creating Well Designed and Inclusive Places) – which focuses on achieving high quality design that contributes to the character of an area through responding to the local context and character of building forms and scales (which is anticipated to reduce the potential for negative impacts to settings to heritage features). Additionally, Policy PGD2 (Residential Development Densities) indicates that reduced building densities would be acceptable where it would help to preserve historic features – again, helping to protect historic settings.

9.10.10 It is also noted that all housing delivery sites will need to be in line with the stipulations outlined by Policy SP4 and Policy PGD1. This is anticipated to help mitigate any potential impacts to heritage features within proximity.

9.10.11 Furthermore, Policy SP19 (Green Infrastructure) states that development proposals must “*protect landscapes designated for their geological, natural, visual, historic or cultural significance*”. Also of relevance to the historic environment is Policy SP15 (Sustainable Tourism). This policy seeks to expand and enhance tourism through recognising and protecting the Vale’s distinct local identity, built and natural environment as assets to tourism. This presents opportunities to improve access to, and understanding of, heritage assets as tourism attractions, with potential to lead to positive effects.

9.10.12 The historic environment is considered through specific non-strategic policies. Policy DNP4 (Historic Environment) sets out the need for development proposals to protect the qualities of the built and historic environment in the Vale of Glamorgan – including protecting and enhancing historic character, designated heritage assets, areas and features, and preserving archaeological remains and their setting (where appropriate). This is anticipated to prevent the erosion of the historic environment.

9.10.13 It is recognised that the wider policy framework sets out broad development requirements in terms of protecting and enhancing the historic environment. This includes through the non-strategic policies for housing (HG5: Affordable Housing Exception Sites; HG8: Conversion and Renovation of Rural Buildings; and HG9: Replacement Dwellings, Residential Extensions and Annexes in the Countryside) – which all seek protect against the loss of historic structures, their settings and their significance). This also includes through the non-strategic policies for employment (EMP4: Non-Employment Proposals on Existing Employment Areas and Premises; EMP5: New Employment Proposals within Settlements; and EMP6: New Rural Diversification and Employment Uses in the Countryside) – which seek to permit development only where it would not have an adverse effect on the surrounding area, which would likely extend to include designated and non-designated heritage assets, areas and features. The focus on protecting surroundings (and likely historic environment setting and importance) is also

reiterated through Policy GT1 (Gypsy and Traveller Accommodation) and Policy RCS3 (Hot Food Takeaways).

9.10.14 Furthermore, the historic environment is considered through the non-strategic policies focused on zero carbon development. Policies CC3 (Presumption Against Demolition) and CC5 (Renewable, Low and Zero Carbon Energy Generation) outline the presumption against the demolition of buildings, and the approval of renewable, low and zero carbon energy generation where there would be no unacceptable impacts on natural and cultural heritage. This is anticipated to support the historic environment by ensuring designated and non-designated heritage assets, areas and features and maintained through development. This is also a focus of Policy MIN4 (Sustainable Mineral Working), and Policy CI5 (Cemetery and Crematorium Provision) – which seeks to protect land that has importance for archaeology.

## Consideration of cumulative effects

9.10.15 Development proposed through the Deposit Plan has the potential to interact with development proposed through other plans and lead to cumulative effects on the historic environment. Interactions of greatest significance are likely to be those plans, programmes and projects that impact upon the Vale's designated heritage sites; including Scheduled Monuments, Listed Buildings (Grade I to II\*), Registered Parks and Gardens, and Conservation Areas. Assets extend throughout the Vale, often focused within and in proximity to key settlements and close to the authority area's boundaries. Therefore, growth proposed through the Deposit Plan alongside growth proposed through the neighbouring Cardiff, Rhondda, and Bridgend LDPs has the potential to cumulatively affect the sensitive historic site and its setting. It is recognised, however, that all LDPs will include policies which seek to protect and enhance the historic environment, in line with higher level policy requirements.

9.10.16 It will be important for local planning authorities and stakeholders, such as Cadw, to work closely to identify potential cross-boundary heritage issues, protecting and enhancing designated and non-designated heritage assets, particularly those that are at risk. Moreover, where possible, any strategic opportunities to deliver heritage-led regeneration, for example in line with the Vale's 40 Conservation Area Management Plan's, should be explored. Heritage impact assessments are notably often used as a core part of the design process, to ensure that the significance of historic assets is considered when development could lead to change.

## Conclusions

9.10.17 It is recognised that there is an abundance of designated heritage assets within and surrounding Barry and the service centres, as well as the Key Sites, where most growth is being directed. Whilst a level of housing development would come forward within proximity to designated historic environment assets, areas and features, it is considered that adverse negative effects would be mitigated by specific policy provisions linked to the Key Sites and the wider Deposit Plan. However, a recommendation is made for Policy KS5; by including specific heritage considerations, it is anticipated that the policy will be strengthened in relation to the historic environment.

9.10.18 It is also recommended that policies KS2, KS3, KS4 and KS5 are updated with a stipulation regarding archaeological sensitive areas – given these sites are identified as overlapping with these areas. This will help to ensure development does not adversely impact upon potential archaeological sensitivity and significance.

9.10.19 The Deposit Plan seeks to develop attractive, vibrant places that enhance the built and natural environment. Ultimately, an understanding of the historic environment and the significance of places must be considered, utilising evidence such as characterisation studies and conservation area appraisals.

9.10.20 At present, the strategic policy framework seeks to protect and enhance the historic environment. Stipulations within the Key Site policies and the wider policy framework work well to protect and enhance the historic environment and strengthen the robustness of the deposit plan. As such, **minor negative effects** are considered likely – reflecting the level of development anticipated to come forward and its potential to impact upon the setting and significance of the historic environment. This conclusion also takes into account the policy provisions of the Deposit Plan, which work well to reduce adverse negative effects, as well as feedback from Pre-Deposit consultation.

## 9.11 Landscape

### Appraisal of the Deposit Plan

9.11.1 The Vale has a high quality, distinct landscape character, reflecting its predominantly rural and coastal nature. Many of the Vale's landscapes are identified through designation for their high quality. One Landscape of Outstanding and Special Interest (LOSI) exists wholly within the Vale and another partially, there are also six Special Landscape Areas (SLAs), and the western coast of the Vale is recognised for its national importance as the Glamorgan Heritage Coast. The LOSI is located in the centre of the authority area, north of Penmark, while SLAs extend across a significant proportion of the Vale, central, north, and east to the north of Penarth.

9.11.2 A number of sites are within an SLA - non-statutory designations that define areas of high landscape importance. Site KS2 (Land to the North of Dinas Powys) is within the Cwrt-yr-Ala Basin SLA; and HG1(1), HG1(7), HG1(8) and HG4(4) are within the Upper and Lower Thaw Valley SLA. It is recommended that Policy KS2 is updated to include a specific reference to the SLA, in order to strengthen the policy and mitigate potential adverse effects. However, it is recognised that the associated policy already has a detailed landscape focus through its green infrastructure, recreation spaces and biodiversity stipulations. It is considered the potential effects related to development on the housing allocation sites are mitigated by the made Local Development Plan, and potential effects related to the rural affordable housing led site will be mitigated through the wider policy provisions of the Deposit Plan.

9.11.3 It is further noted that whilst development on these sites could have an impact on landscape importance, it is considered that the Deposit Plan performs positively in this respect. Through Policy SP2 (Settlement Hierarchy), the character of the settlements and the open countryside will be

protected and enhanced where possible. Furthermore, it is anticipated that provisions included in Policy SP4 (Placemaking) and PGD1 (Creating Well Designed and Inclusive Places) will help to reduce the potential for negative effects on the landscape by providing a holistic level of support for environmental quality. For example, Policy SP4 requires that *development proposals demonstrate placemaking principles* to deliver multiple benefits. Benefits include “*ensuring high quality sustainable design that reflects local distinctiveness, character, and cultural identity*” and “*strategically integrating Green Infrastructure networks and open space into development, delivering social and environmental benefits*”. Additionally, landscape character in the SLAs is considered through Policy DNP1 (Special Landscape Areas).

- 9.11.4 Whilst not designated, the Heritage Coast is recognised for its national importance as an area of attractive undeveloped coastline valued by residents and visitors alike. Three sites are within proximity to the Heritage Coast: KS4, KS5 and HG1(5). Whilst it is recognised that HG1(5) is allocated in the adopted Local Development Plan and any associated impact on the Heritage Coast is anticipated to be mitigated, it is recommended that Policy KS4 (Land at Church Farm, St Athan) and Policy KS5 (Land to the West of St Athan) are updated to include a reference to the landscape – in order to strengthen their landscape provision. However, the inclusion of Policy DNP3 (Glamorgan Heritage Coast) is anticipated to help conserve and enhance the special environmental qualities of the designation and will prevent unacceptable impacts to the landscape.
- 9.11.5 Policy SP19 (Green Infrastructure) is also noteworthy, requiring that development proposals must “*protect landscapes designated for their geological, natural, visual, historic or cultural significance*”. It is recognised that a green infrastructure led approach to the design of any new development has the potential to enhance the character and identity of the Vale’s settlements and the wider countryside. The Key Sites are noteworthy in this respect, as larger-scale sites present opportunities for new development to be landscape led, shaped by and sensitive to the local context, connected by green / blue infrastructure, and appropriate to the local character. This in turn is likely to support healthy lifestyles, creating attractive, desirable, safe and accessible places to live.
- 9.11.6 Wider plan policies are also anticipated to contribute towards maintaining and enhancing landscape character and quality. This includes through permitting the replacement and extension of existing dwellings in the countryside where there would be no materially great impact on the surrounding landscape (Policy HG9: Replacement Dwellings, Residential Extensions and Annexes in the Countryside). It also includes ensuring that gypsy and traveller accommodation does not have an unacceptable impact on the character and appearance of the landscape and is sensitively designed to mitigate potential impacts to the surroundings (Policy GT1: Gypsy and Traveller Accommodation). Furthermore, the extension of Porthkerry Cemetery in Barry will be supported where it would not cause an unacceptable adverse impact on areas of landscape importance (Policy GI5: Cemetery and Crematorium Provision), and proposals for new rural diversification will also be supported where the proposal would not harm the amenity and character of the surrounding area or landscape, including through visual impacts (Policy EMP6: New Rural Diversification and

Employment Uses In The Countryside). It is also noted that unacceptable impacts to landscape importance will not be supported for renewable, low and zero carbon energy generation under Policy CC5 (Renewable, Low and Zero Carbon Energy Generation). Landscape character is also a consideration of Policy DNP7 (Dark Skies), which seeks to ensure externally lighting will not have adverse impacts.

## Consideration of cumulative effects

- 9.11.7 Development proposed through the Deposit Plan has the potential to interact with and have cumulative effects on landscape with growth proposed in neighbouring local authority areas. Key constraints in this respect include Bridgend to the west, and the presence of Glamorgan Heritage Coast; with all neighbouring authorities also potentially constrained by SLAs extending to the north along the border with Rhondda, to the west to Bridgend, and to the east close to Cardiff. However, it is recognised that all of the LDPs of the neighbouring local authority areas include policies which seek to protect and enhance the landscape and therefore negative cumulative effects should be minimised.
- 9.11.8 Ultimately, the nature and significance of cumulative effects will be dependent on the design and / or layout of development and the implementation of mitigation measures. It will be important for local planning authorities to work closely with each other, as well as Natural Resources Wales, to try and plan at an appropriate scale to minimise potential impacts on the wider landscape, as well as identify opportunities to deliver improvements to the landscape where possible.

## Conclusions

- 9.11.9 The Deposit Plan focuses growth to the south of Vale of Glamorgan. Development avoids the LOSI, but there is a slight overlap between sites and the SLAs in Vale of Glamorgan. Consideration is also given to the Glamorgan Heritage Coast which partially overlaps with the west of the Growth Area.
- 9.11.10 It is recognised that the Key Sites included within the Deposit Plan are predominately large greenfield sites on the edge of settlements, with the potential to change the landscape in a significant way. Whilst policy inclusions around green infrastructure are considered likely to reduce the potential for adverse impacts linked to the Key Sites, recommendations for updates have been made where SLAs could be adversely impacted by their development.
- 9.11.11 More broadly, it is highlighted through the ISA that the aims and objectives of the Deposit Plan, as well as specific policies, seek to ensure that designated landscapes and local landscape character and quality are key considerations for new development. This is demonstrated through landscape-specific policies, landscape stipulations for wider development, and policies linked to shaping high quality design.
- 9.11.12 Overall, **both minor negative and minor positive effects** are concluded at this stage – reflecting the policy stipulations that will help reduce landscape impact, and the focus on enhancing the landscape through green infrastructure improvements and landscape protections.

# 10. Summary and recommendations

## 10.1 Conclusions

- 10.1.1 The RLDP is anticipated to lead to significant positive effects in relation to the economy and employment, population and communities, and health and wellbeing ISA topics. This reflects the delivery of new housing and employment growth that is shaped by the settlement hierarchy and the function of places; ensuring that local needs are met and delivered in the most sustainable locations. This will help to ensure access to active and sustainable transportation opportunities and existing and new services and facilities (including new employment provision). This will help to maintain the Vale's main towns and service centres and keep settlements thriving in the long-term.
- 10.1.2 Minor positive effects are considered likely for the equality, diversity, and social inclusion ISA theme under the Deposit Plan. This reflects the focus of the RLDP policies on directing growth to more deprived areas, to help address inequalities within these communities and across the Vale's area. It also reflects the focus on delivering affordable housing, and housing provisions for the elderly, as well as for people with disabilities, and future housing to meet the specific accommodation needs of gypsy and traveller communities. These stipulations are anticipated to contribute positively towards tackling inequalities and deprivation across the Vale.
- 10.1.3 Minor positive effects are also concluded likely for the transport and movement ISA theme. This reflects the focus of the RLDP policies on directing growth to locations that integrate with the existing sustainable and active transport network or have the potential to enhance the network by strengthening links between services and facilities. This conclusion also reflects the focus of the Deposit Plan on safeguarding transport enhancements and ensuring high quality development – which can include greater levels of connectivity and supporting infrastructure, to help reduce the need to travel via private vehicle for access to key services and facilities.
- 10.1.4 It is anticipated that the Deposit Plan will deliver a mix of neutral to minor positive effects in relation to the biodiversity and geodiversity ISA theme. This is due to the focus of the RLDP policies on protecting and enhancing green and blue infrastructure, delivering biodiversity benefits through development, and promoting ecosystem resilience. This conclusion also reflects the allocation of key sites that overlap with locally designated sites for biodiversity, and Ancient Woodland.
- 10.1.5 A mix of minor positive and minor negative effects are likely for the landscape ISA theme under the RLDP. This is due to the allocation of greenfield sites that overlap with landscape designations within the Vale of Glamorgan, and the potential these sites have to change the landscape character and character of settlements within the Vale. These conclusions also reflect the policy provisions of the Deposit Plan, which include integrating green infrastructure into development, and the need to reflect designated landscapes and local landscape character in development.

- 10.1.6 Neutral to minor negative effects are anticipated in relation to the climate change ISA theme through the Deposit Plan. This reflects the risk of flooding in the Vale and within the Key Sites, and the provisions in place to help reduce this risk and the effects of flooding. This conclusion also reflects the increase in the built environment within the Vale of Glamorgan and the anticipated increase in carbon and greenhouse gas emissions linked to this growth, and the measures in place to reduce them.
- 10.1.7 Minor negative effects are considered likely under the Deposit Plan for the natural resources ISA theme. Whilst the Deposit Plan works well to reduce impacts to air quality in the Vale through increased development and policy provisions, there is likely to be a loss of productive agricultural soils under the RLDP, which cannot be mitigated. Additionally, there is the potential for loss of mineral resources through the allocation of Key Sites, which is also not able to be mitigated.
- 10.1.8 Minor negative effects are also considered likely under the RLDP for the historic environment ISA. This reflects the focus of the Deposit Plan policies on protecting and enhancing the historic environment and the potential for new development to impact upon the setting and significance of the historic environment and its associated assets, areas and features.

## 10.2 Recommendations

- 10.2.1 The following recommendations have been made:
  - Equality, diversity, and social inclusion: it is recommended that stipulations are added into the Deposit Plan in order to support and protect the Welsh language in the Vale.
  - Natural resources: it is recommended a policy stipulation is added to promote a brownfield first approach to development (where possible), to help prevent the loss of productive agricultural soils.
  - Natural resources: it is recommended that relevant Key Site policies are revisited to add stipulations that will help reduce the potential for loss of mineral and / or water resources.
  - Biodiversity and geodiversity: it is recommended that the relevant Key Site policies are updated to include specific reference to the designated sites they are within proximity to, in order to help establish appropriate protection and / or enhancement measures.
  - Historic environment: a recommendation is made for Policy KS5, to include specific heritage considerations, in order to help protect the scheduled monument within proximity to the site.
  - Historic environment: it is recommended that Key Site policies are updated (where appropriate) to give regard to the archaeological sensitive areas they overlap with. This is anticipated to help ensure development does not adversely impact upon potential archaeological sensitivity and significance.
  - Landscape: it is recommended that Policy KS2 is updated to include a specific reference to the overlapping Special Landscape Area, in order to strengthen the policy and mitigate potential adverse effects to the character and quality of this area.

## Part 3: What happens next?

# 11. Next steps and monitoring

## 11.1 Next steps

- 11.1.1 This ISA Report will accompany the Deposit Plan for public consultation. Any comments received will be reviewed and considered as part of the iterative plan-making and ISA process and inform the submission RLDP.
- 11.1.2 After public consultation, the ISA and the Deposit Plan will be submitted for examination.

## 11.2 Monitoring proposals

- 11.2.1 Table 11.1 below outlines the proposed monitoring for the RLDP. This will be refined in the ISA Adoption Statement.

**Table 11.1: Proposed ISA monitoring programme for the RLDP**

<b>ISA theme</b>	<b>Proposed monitoring measure (per annum)</b>
Economy and employment	<ul style="list-style-type: none"> <li>• Overall unemployment rate</li> <li>• Net additional employment floorspace</li> <li>• Identified quality improvements to existing employment floorspace</li> <li>• Annual tourism income</li> <li>• Net additional tourism development by location and type</li> </ul>
Population and communities	<ul style="list-style-type: none"> <li>• Five-year housing land supply</li> <li>• Number of new pitches at new or existing sites for Gypsies, Travellers and Travelling Showpeople</li> <li>• Update to the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment</li> <li>• Number of new affordable homes delivered</li> <li>• Number of new homes completed by type and bedroom size</li> <li>• Number of specialist homes provided</li> <li>• Number of self-build/ custom build homes completed</li> </ul>
Health and wellbeing	<ul style="list-style-type: none"> <li>• Area of new accessible natural spaces provided through development proposals.</li> <li>• Areas of improved access to natural green spaces provided through development proposals.</li> <li>• New active travel connections by location.</li> <li>• Loss/ gain of public open space by type. For example, park, children's playground, allotments.</li> <li>• Affordable homes delivered by LSOA</li> </ul>
Equalities, diversity, and social inclusion	
Climate change	<ul style="list-style-type: none"> <li>• New developments containing electric vehicle charging points by land use type.</li> <li>• Number, location, and type of proposals achieving low carbon design.</li> <li>• Number of decentralised low carbon and renewable energy schemes approved in development.</li> <li>• Approvals of development in Flood Risk Zones 2, 3a, and 3b by use class and flood risk compatibility.</li> <li>• Refusals of development in Flood Risk Zones 2, 3a, and 3b.</li> </ul>
Transport and movement	<ul style="list-style-type: none"> <li>• Road junction improvements.</li> <li>• Improvements in accessibility scoring by location for walking and cycling.</li> <li>• Improvement in public transport networks.</li> <li>• Transport Plans agreed by location and land use type.</li> <li>• Additional kilometres of Public Rights of Way.</li> </ul>
Natural resources	<ul style="list-style-type: none"> <li>• Continued air quality monitoring data at air quality monitoring locations.</li> <li>• Any AQMAs declared.</li> </ul>

ISA theme	Proposed monitoring measure (per annum)
Biodiversity and geodiversity	<ul style="list-style-type: none"><li>• Area of contaminated land remediated in reporting year.</li><li>• Number and location of schemes implemented with sustainable drainage serving existing as well as new development.</li><li>• Number and location of development including watercourse re-naturalisation or flood storage areas.</li><li>• Number and location of development schemes affecting mineral safeguarding areas.</li><li>• Area and location of brownfield redevelopment in the reporting year.</li><li>• Loss of agricultural land by grade.</li><li>• Area of greenfield development in the reporting year.</li><li>• Number and location of developments contributing to maintenance of water infrastructure.</li><li>• Number and location of non-domestic schemes achieving a reduction in water usage over the baseline.</li><li>• Action Plan targets that monitor and manage the impacts of growth on internationally designated sites (SACs/ SPAs/ Ramsar)</li><li>• Net gains/ losses of buffer land and alternative green space by function that reduce pressures of growth on designated sites.</li><li>• Net gain/ loss of habitat arising from development proposals.</li><li>• New linkages between habitats by location.</li><li>• Areas of enhanced habitats or ecological connections</li><li>• Number, type, and location of approved development impacting on a heritage asset.</li><li>• Number of heritage assets improved and raised out of the 'at risk' category.</li><li>• Developments affecting SLAs</li></ul>
Historic environment	
Landscape	

# Appendices

# Appendix A – Regulatory requirements

As discussed in Chapter 1 of the main report, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 explains the information that must be contained in the ISA Report; however, interpretation of Schedule 2 is not straightforward. **Table A** links the structure of this report to an interpretation of Schedule 2 requirements, whilst **Table B** explains this interpretation. **Table C** provides a checklist of where and how the requirements have been met in this report.

**Table A: Questions answered by the ISA Report, in accordance with an interpretation of regulatory requirements**

Report section	Questions answered	Regulatory requirement met
<b>Introduction</b>	What is the plan seeking to achieve?  What is the scope of the ISA?	<ul style="list-style-type: none"><li>An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes.</li><li>Relevant environmental protection objectives, established at international or national level.</li><li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li><li>Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li><li>The environmental characteristics of areas likely to be significantly affected.</li><li>Key environmental problems/ issues and objectives that should be a focus of (i.e., provide a 'framework' for) assessment.</li></ul>
<b>Part 1</b>	What has plan-making/ ISA involved up to this point?	<ul style="list-style-type: none"><li>Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach).</li><li>The likely significant effects associated with alternatives.</li><li>Outline reasons for selecting the preferred approach in light of the alternatives assessment/ a description of how environmental objectives and considerations are reflected in the Plan.</li></ul>
<b>Part 2</b>	What are the ISA findings at this current stage?	<ul style="list-style-type: none"><li>The likely significant effects associated with the Plan.</li><li>The measures envisaged to prevent, reduce, and offset any significant adverse effects of implementing the Plan.</li></ul>
<b>Part 3</b>	What happens next?	<ul style="list-style-type: none"><li>A description of the monitoring measures envisaged.</li></ul>

**Table B: Questions answered by the ISA Report, in accordance with regulatory requirements**

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>	
<i>The report must include...</i>	<i>The report must include...</i>	
1. an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>
2. the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>
3. the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	
4. any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	i.e. answer - <i>What's the 'baseline'?</i>
5. the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	i.e. answer - <i>What are the key issues &amp; objectives?</i>
6. the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	
7. the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal	
8. an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i> [Part 1 of the Report]
9. a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i> [Part 2 of the Report]
	The likely significant effects associated with the draft plan	i.e. answer - <i>What happens next?</i> [Part 3 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	
	A description of the measures envisaged concerning monitoring	

**Table C: 'Checklist' of how (throughout the ISA process) and where regulatory requirements are or will be met.**

Regulatory requirement	Discussion of how the requirement is met
Schedule 2 requirements:	Chapter 2 ('What's the plan seeking to achieve') presents this information.
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	The relationship with other plans and programmes is also set out in scoping information (available separately).
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in 2022.
	The outcome of scoping was an 'ISA Framework', and this is presented within Chapter 3 ('What's the scope of the ISA').
3. The environmental characteristics of areas likely to be significantly affected.	More detailed messages from the Scoping Report - i.e. messages established through context and baseline review - are available to view separately via VOGC. This is given the iterative nature of the process, and these documents will be updated as necessary.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	
5. The environmental protection objectives established at international, national, or community level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	The Scoping Report (2022) presents a detailed context review and explains how key messages from the context review (and baseline review) were then refined to establish an 'ISA framework'. The scoping information is presented in the Scoping Report.
	The context review informed the development of the ISA framework and topics, presented in Chapter 3, which provide a methodological 'framework' for appraisal.
	With regards to explaining "how... considerations have been taken into account" -
	<ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> </ul>
	<ul style="list-style-type: none"> <li>• Chapter 6 sets out the detailed appraisal of alternative options.</li> </ul>
	<ul style="list-style-type: none"> <li>• Chapter 7 explains the Council's 'reasons for supporting the preferred approach', i.e., explains how/ why the preferred approach is justified in-light of alternatives appraisal (and other factors).</li> </ul>
	<ul style="list-style-type: none"> <li>• Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.</li> </ul>
	<ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> </ul>
	<ul style="list-style-type: none"> <li>• Chapter 6 sets out the detailed appraisal of reasonable alternatives.</li> </ul>

### Regulatory requirement

architectural and archaeological heritage, landscape, and the interrelationship between the above factors. (Footnote: these effects should include secondary, cumulative, synergistic, short-, medium-, and long-term, permanent and temporary, positive and negative effects).

7. The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.

9. A description of the measures envisaged concerning monitoring in accordance with Article 10.

10. A Non-Technical Summary of the information provided under the above headings.

The ISA Report must be published alongside the Draft Plan, in accordance with the following regulations: Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying SA Report before the adoption of the plan or programme (Art. 6.1 and 6.2).

The ISA Report must be taken into account, alongside consultation responses, when finalising the Plan. The SA Report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6, and the results of any transboundary consultations entered into pursuant to Article 7, shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.

### Discussion of how the requirement is met

- Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.

As explained within the various methodology sections, as part of appraisal work, consideration has been given to the ISA scope, and the need to consider the potential for various effect characteristics/ dimensions.

---

Where necessary, mitigation measures are identified within the alternatives appraisal (in Appendices B - C) and appraisal of the Plan (Chapters 9 and 10).

---

Chapter 5 deals with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues/ options.

Also, Chapter 7 explains the Council's 'reasons for selecting the preferred option' (in light of alternatives appraisal).

Methodology is discussed at various places, ahead of presenting appraisal findings, and limitations/ assumptions are also discussed as part of appraisal narratives.

---

Monitoring measures are set out in Chapter 11.

---

A Non-Technical Summary (NTS) is provided separately.

---

At the current time, this ISA Report is being published alongside the Deposit Plan for public consultation.

---

The Council will take into account this ISA Report when preparing the submission version of the RLDP for examination.

## Appendix B – SA of growth options (level of growth)

Linked to Chapter 5 (Section 5.2) the following three options were established in 2023 in relation to the level of growth:

- **Low growth:** 151 to 211 dwellings per annum, and a reduction of 125 jobs to an increase of 25 jobs per annum (WG-2014 and Employment-led OE scenarios).
- **Medium growth:** 316 to 527 dwellings per annum and 191 to 341 new jobs per annum (WG-2018-LOWPOP, PG-10Y, PG-Long Term, WG-2018, Employment-led ELR (CR 1-1), Dwelling-led 10Y, WG-2018-HIGHPOP, and Employment-led ELR scenarios).
- **High growth:** 637 to 698 dwellings per annum and 426 to 493 new jobs per annum, (PG-5Y and Dwelling-led 5Y scenarios).

The assessment of these options is provided in this appendix.

In terms of methodology, for each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability objectives and themes identified through scoping as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the options under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.

It is important to note that effects are predicted considering the criteria presented within Regulations. So, for example, account is taken of the duration, frequency, and reversibility of effects. Cumulative effects are also considered (i.e., where the effects of the plan in combination with the effects of other planned or on-going activity that is outside the control of the Vale of Glamorgan Council).

Based on the evidence available a judgement is made if there is likely to be a significant effect. Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. The number indicates the rank and does not have any bearing on likely significant effects. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. For example, if an option is ranked as 1 then it is judged to perform better against that ISA theme compared to an option that is ranked 2.

## ISA theme: Economy and employment

Options	Low growth	Medium growth	High growth
Significant effect?	Uncertain	Yes – Positive	Yes – Positive
Rank	3	2	1

The high growth option supports the highest level of employment and housing growth. The dwelling-led 5Y and PG-5Y scenarios will deliver 493 and 426 new jobs per year respectively. This is alongside 698 and 637 new dwellings per year respectively, and therefore housing growth will outpace employment growth under both scenarios. The high growth option is most likely to support the delivery of the South Wales Metro. In addition, the high growth option is most likely to deliver growth, and associated benefits, across the entire local authority area. However, it is recognised that a high level of employment growth will likely require a large amount of employment land, which could be a barrier if there is not enough available land.

The medium growth option supports varying levels of employment and housing growth. The employment-led ELR scenario will deliver 341 new jobs per year, whilst the WG-2018-LOWPOP scenario will only deliver 191 new jobs per year. This is alongside 527 and 316 new dwellings per year respectively, and therefore housing growth will also outpace employment growth under the medium growth option. This option is still associated with the benefits outlined under the high growth option, but to a lesser extent. A moderate amount of employment land will be needed, and therefore land availability, whilst still a potential issue, is less of an issue under this option when compared to the high growth option.

The low growth option supports the lowest level of employment and housing growth. The employment-led OE and WG-2014 scenarios will deliver 25 and -126 new jobs per year respectively. This is alongside 211 and 151 new dwellings per year respectively, and therefore both scenarios, but WG-2014 in particular, will likely result in an insufficient number of new jobs to support additional housing growth. WG-2014 will also likely result in a shrinking local economy as jobs are projected to decrease. The low growth option is least likely to support the delivery of the South Wales Metro, and growth is more likely to be focused in dispersed locations as there is unlikely to be a high enough level of growth to distribute growth to every settlement in the Vale of Glamorgan. This could lead to unequal employment opportunities across the Vale of Glamorgan. However, it is recognised that less employment land will be needed under this option, and therefore land availability is unlikely to be an issue.

In light of the above, the high growth option is ranked first, followed by the medium growth option and then the low growth option. The first two options are considered likely to lead to significant long-term positive effects as they will both likely deliver enough new jobs per year to support the growing population. Meanwhile, uncertainty is noted under the low growth option as growth is unlikely to be distributed evenly across the Vale of Glamorgan, and one of the scenarios under this option (WG-2014) could even lead to a shrinking local economy. However, it is recognised that housing growth may stimulate the economy through an increase in the population, as well as the short-term employment opportunities associated with construction. Still, this is unlikely to be significant given the low housing growth projections for the scenarios under this option.

## ISA theme: Population and communities

Options	Low growth	Medium growth	High growth
Significant effect?	No	Yes – Positive	Yes – Positive
Rank	3	2	1

The high growth option supports the highest level of housing growth. The dwelling-led 5Y and PG-5Y scenarios will deliver 698 and 637 new dwellings per year respectively. A good range of house types and tenures in a variety of locations could be supported through this option, including affordable homes. In addition, a high level of housing growth will likely support accessibility improvements and other community benefits associated with development. This could include new and improved services and facilities, infrastructure upgrades, and new public open spaces and improvements to the public realm. However, it is also recognised that higher levels of housing growth also have the potential to place increased pressure on existing services and facilities and infrastructure, as well as settlement identities. It would be important to ensure that higher levels of growth can be accommodated in areas which minimise contributions to coalescence and avoid excessive growth within smaller settlements.

The medium growth option supports varying levels of housing growth. The employment-led ELR scenario will deliver 527 new dwellings per year, whilst the WG-2018-LOWPOP scenario will only deliver 316 new dwellings per year. A good range of house types and tenures could still be supported through this option, including affordable homes, but this will be lower than through the high growth option. The same can be said for accessibility improvements and other community benefits associated with development.

The low growth option supports the lowest level of housing growth. The employment-led OE and WG-2014 scenarios will deliver 211 and 151 new dwellings per year respectively. Opportunities to direct a good range of house types and tenures across the entire local authority area would be limited through this option given the low housing growth projections. In addition, low growth is more likely to drive up housing prices and exacerbate affordability issues due to an insufficient housing stock. This could limit opportunities for the younger population to live and work in the Vale and lead to difficulties in sustaining existing services and facilities.

In conclusion, it is considered that as the level of growth increases, so does the likelihood for significant positive effects in relation to this ISA topic. Therefore, the options are ranked according to the level of growth they deliver, with the high growth option ranked first, followed by the medium growth option and then the low growth option. The first two options are considered likely to lead to significant long-term positive effect as they support high/ moderate population growth. No significant effects are anticipated for the low growth option as the level of growth delivered through this option is unlikely to deliver a good range of house types and tenures across the Vale and could lead to affordability issues.

## ISA theme: Health and wellbeing

Options	Low growth	Medium growth	High growth
Significant effect?	No	Yes – Positive	Yes – Positive
Rank	3	2	1

General health in the Vale of Glamorgan is in line with the national average. According to 2021 census data<sup>8</sup>, 47.6% of residents are in 'very good health', 32.6% are in 'good health', 13.6% are in 'fair health', 4.7% are in 'bad health', and 1.5% are in 'very bad health'.

According to the Welsh Index of Multiple Deprivation (WIMD) (2019)<sup>9</sup>, the Vale only contains three Lower Super Output Areas (LSOAs) within the 10% most deprived in Wales, which are all located in Barry.

Household deprivation can be defined by 'dimensions of deprivation', which are indicators based on four selection household characteristics: education, employment, health and housing<sup>10</sup>. In the Vale of Glamorgan, 32.7% of households are deprived in one dimension, 14.0% are deprived in two dimensions, 3.6% are deprived in three dimensions, and 0.1% are deprived in all four dimensions.

Given the high-level nature of the options at this stage, it is difficult to highlight any significant differences between them. However, it could be said that the high growth option has the greatest potential to grow the labour force and introduce new skills or economic opportunities. Conversely, it could also be said that as the level of growth increases, so does the potential for a greater loss of green/ public open space, although it is recognised that this is dependent on the location of development. The high growth option could also put pressure on existing health services. Despite this, there are certain health benefits associated with growth, including the potential for new or improved community services and facilities, including healthcare, open spaces, green infrastructure and retail and leisure. In addition, development which delivers transport and infrastructure upgrades can improve accessibility and safety for residents. The importance of improved connectivity and accessibility to local facilities and open space, particularly in light of the Covid-19 pandemic, highlights the potential for the high growth option to support more positive health outcomes. However, there is also a need to manage the impacts of growth on local infrastructure capacity to ensure that no unnecessary burdens are placed on existing infrastructure.

Overall, the high and medium growth options are considered likely to lead to significant long-term positive effects as they deliver a high/ moderate level of housing and employment growth, which will positively impact the health and wellbeing of new and existing residents through the benefits associated with growth. However, it is considered that the high growth option has the greatest potential to deliver such benefits, and therefore this option is ranked first. No significant effects are anticipated for the low growth option, as whilst the scenarios under this option deliver some housing growth, they deliver little (25 new jobs per year under the employment-led OE scenario) to no (-126 jobs per year under the WG-2014 scenario) employment growth.

<sup>8</sup> Office for National Statistics (2021): 'Census 2021', [online] available to access via [this link](#)

<sup>9</sup> Welsh Government (2019): 'Welsh Index of Multiple Deprivation (WIMD)', [online] available to access via [this link](#)

<sup>10</sup> Office for National Statistics (2022): 'Household deprivation', [online] available to access via [this link](#)

## ISA theme: Equality, diversity, and social inclusion

Options	Low growth	Medium growth	High growth
Significant effect?	No	Yes – Positive	Yes – Positive
Rank	3	2	1

At this stage, the location of growth is unknown, and as a result it is difficult to determine how specific communities and protected characteristics are likely to be affected by the options. As indicated through the appraisal under other ISA topics, increased levels of growth provide an opportunity to deliver a greater mix of housing and employment to meet the needs of all members of the community. There is also the potential to deliver greater improvements to community infrastructure and the public realm, but this is uncertain at this stage. In this context, a higher level of growth could help to address areas of deprivation depending on where it is located. Furthermore, a higher level of growth could also be more likely to meet the needs of people across a wider area of the Vale.

The high growth option will likely result in the most investment into opportunities across the Vale, including for people living in deprived communities, as it delivers enough growth to be distributed evenly across the entire local authority area. Increased levels of development will likely result in a greater variety of housing types and tenures, which will help meet different needs across the community. Increasing growth under this option could also encourage more businesses to operate in the Vale of Glamorgan, which will be beneficial to residents.

The medium growth option will likely deliver the same benefits as those outlined under the high growth option, although to a lesser degree as it delivers a lower level of both housing and employment growth.

The low growth option, whilst having a relatively moderate level of housing growth, is likely to exacerbate existing deprivation and inequality issues as the scenarios under this option deliver little/ no employment growth. Notably, this is also likely to lead to fewer opportunities for new education and training, thus exacerbating deprivation and inequality issues. Nevertheless, new housing is still likely to deliver some affordable homes, although this will be minor compared to the other two options.

In conclusion, the high and medium growth options are considered likely to significant long-term positive effects as they deliver the highest/ second highest level of growth and therefore have the greatest potential to lead to investment into opportunities across the whole Vale of Glamorgan, whilst delivering a variety of housing types and tenures and increasing services across the local authority area. No significant effects are anticipated for the low growth option due to the mismatch between housing and employment growth under the scenarios in this option. In terms of ranking, the options are ranked according to the level of growth they deliver.

## ISA theme: Climate change (mitigation and adaptation)

Options	Low growth	Medium growth	High growth
Significant effect?	Yes – Positive	Uncertain	Uncertain
Rank	1	2	3

The high growth option could result in development in less sustainable locations if enough land is not available in locations with good sustainable transport connectivity, increasing the need to travel. In addition, high growth will increase demand on existing road infrastructure, and therefore this option will need to be accompanied by

greater investment into sustainable alternatives. However, it is also recognised that high growth brings greater opportunities for investment, which could combat this issue.

Whilst the medium growth option delivers a lower level of growth compared to the high growth option, there might still be a shortage of suitable sites, potentially leading to some sites being located in less well-connected areas. Growth through this option will still increase demand on existing road infrastructure, but as with the high growth option, there should still be good opportunities for investment into sustainable alternatives.

The low growth option provides the greatest opportunity to prioritise sites with strong sustainable transport connections that will reduce the need to travel. Whilst new infrastructure will still be required to facilitate growth, this will likely be more manageable than under the high and medium growth options. However, opportunities for investment may be more limited under this option, which may reduce the potential to link new development and employment sites with the South Wales Metro. The lower growth options also does not generate many new jobs and thus is less likely to reduce out-commuting.

Ultimately, the nature and significance of the effects will be dependent on where development is located, as well as the infrastructure improvements that will accompany development. However, when considering the level of housing and employment growth alone, the low growth option is considered likely to lead to significant long-term positive effects because it provides the greatest opportunity to prioritise sites in sustainable locations with existing sustainable transport connections. Uncertainty is noted for the remaining two options as some development may need to be located in less sustainable locations, which would rely on the delivery of new infrastructure, and the potential of these options to deliver this is not clear at this stage. The options are ranked from lowest to highest level of growth.

### ISA theme: Transport and movement

Options	Low growth	Medium growth	High growth
Significant effect?	Yes – Positive	Uncertain	Uncertain
Rank	1	2	3

As set out under the previous ISA topic, the high growth option could result in development in less sustainable locations if enough land is not available in locations with existing sustainable transport connectivity, increasing the need to travel. In addition, high growth will increase demand on existing road infrastructure, and therefore this option will need to be accompanied by greater investment in sustainable alternatives. However, it is also recognised high growth brings greater opportunities for investment.

Whilst the level of growth under the medium growth option is lower when compared to the high growth option, there might still be a shortage of suitable sites, potentially leading to some sites being located in less well-located areas. Housing and employment growth will likely increase demand on existing road infrastructure, and this option will therefore also require greater investment into sustainable alternatives. However, as with the high growth option, it is noted that high growth brings greater opportunities for investment.

The low growth option provides the greatest opportunity to prioritise sites with strong sustainable transport connections that will reduce the need to travel. Whilst new infrastructure will still be required to facilitate growth, this is more manageable than under the high and medium growth options. However, it is recognised that opportunities for investment may be more limited.

Ultimately, the nature and significance of effects will be dependent on where development is located, as well as the infrastructure improvements that will accompany development. However, when considering the level of housing and employment growth alone, the low growth option is likely to lead to significant long-term positive effects because it provides the greatest opportunity to prioritise sites in sustainable locations with existing sustainable transport connections. Uncertainty is noted for the high and medium growth options because some development may need to be located in less sustainable locations, which would rely on the delivery of new infrastructure, and the potential of these options to deliver this is not clear at this stage. The options are ranked from lowest to highest level of growth.

#### **ISA theme: Natural resources (air, soil, minerals, and water)**

Options	Low growth	Medium growth	High growth
Significant effect?	No	Uncertain	Yes – Negative
Rank	1	2	3

As the level of growth increases, so does the likelihood for negative impacts on natural resources through the potential loss of greenfield/ agricultural land and mineral resources; reduced air quality as a result of increased traffic; and increased demand for water resources.

The urban areas in the Vale of Glamorgan are unlikely to be underlain by productive agricultural land according to the predictive Agricultural Land Classification (ALC) map<sup>11</sup>. However, agricultural land in the remainder of the Vale of Glamorgan ranges from grade 2/ 3a to grade 3b/ 4/ 5, with grade 3b being the most prevalent grade. As the exact location of growth under each option is unknown at this stage, it is not possible to determine how much Best and Most Versatile (BMV) (grades 1, 2 and 3a) land could be lost as a result of development. However, it could be assumed that as the level of growth increases, so does the likelihood of development being located on BMV land due to land availability constraints.

Under the high growth option, water consumption is likely to be high, potentially placing pressure on existing infrastructure. A considerable amount of land will also be required to support high levels of growth, which could put natural landscapes and productive agricultural land at risk from development. Nevertheless, there are greater opportunities to encourage sustainable lifestyles and development under the high growth option, as it is more likely to attract greater investment.

The amount of land required for new homes and employment sites is more manageable under the medium growth option, and therefore there is likely to be less development pressure on natural landscapes and productive agricultural land. However, the level of growth delivered through this option will still put some pressure on water consumption as networks will have to incorporate additional capacity.

The low growth option is the least likely to lead to development pressure on natural landscapes and productive agricultural land. Whilst growth will still put some

<sup>11</sup> Welsh Government (no date): 'Predictive Agricultural Land Classification (ALC) Map', [online] available to access via [this link](#)

pressure on water consumption, this will be lowest through this option. Ultimately, the natural environment and resources in the Vale of Glamorgan are most likely to be protected under this option and effects are less likely to be of significance.

In light of the above, the low growth option is ranked first and considered most likely to avoid significant impacts arising. The medium growth option is ranked second, with uncertainty noted, whilst the high growth option is ranked last and considered most likely to lead to significant long-term negative effects due to the amount of land that will likely be required to deliver the level of growth required of this option.

### ISA theme: Biodiversity and geodiversity

Options	Low growth	Medium growth	High growth
Significant effect?	Uncertain	Uncertain	Uncertain
Rank	1	2	3

The Vale of Glamorgan overlaps with several designated sites for biodiversity, including two Special Areas of Conservation (SACs) (Severn Estuary and Dunraven Bay), one Special Protection Area (SPA) and Ramsar site (Severn Estuary), and several Sites of Special Scientific Interest (SSSIs).

The high growth option is likely to result in pressure to find suitable development sites to meet the scale of growth proposed, which could lead to development being located near designated sites for biodiversity. However, this option also brings significant opportunities to ensure new development maximises green infrastructure and creates new, or enhances existing, ecological networks in urban areas. A higher level of growth should also correlate with higher planning contributions, which could be spent to mitigate any impacts of higher growth and enhance/ protect designated sites.

Whilst the medium growth option is still likely to result in pressure to find suitable development sites, this pressure will be less than under the high growth option. This option is associated with the same opportunities as outlined under the high growth option.

The low growth option is less likely to result in pressure to find suitable development sites. In this respect, this option will allow sites to be chosen more selectively, away from designated sites for biodiversity and existing ecological networks. This option also bring significant opportunities to ensure new development maximises green infrastructure and creates or enhances existing ecological networks in urban areas. As significantly less land will be required for new jobs under this option, development pressure for new employment sites is greatly reduced. However, it is noted that under this option there will likely be less money from planning contributions to mitigate any impacts of growth on biodiversity and geodiversity and enhance/ protect designated sites.

In light of the above, the low growth option is ranked first, followed by the medium and then high growth option. Uncertainty is noted across all three options as the location of growth is unknown at this stage, which will determine the impact of development on designated sites.

### ISA theme: Historic environment

Options	Low growth	Medium growth	High growth
Significant effect?	Uncertain	Uncertain	Uncertain
Rank	2	1	3

The Vale of Glamorgan contains numerous listed buildings, scheduled monuments and registered parks and gardens. It also contains one registered historic landscape (Llancarfan) and 39 conservation areas. Ultimately, the impacts of the different growth options will depend on the precise location of development, as well as its design and layout, which is uncertain at this stage.

The high growth option may result in pressure to increase the density of development, or to locate growth in areas which could negatively impact on the setting of heritage assets. However, high demand for sites could also help bring derelict heritage assets, which may have otherwise been overlooked, back into use, and provide developers with greater economic incentive to restore/ enhance listed buildings. In addition, there is high employment growth under this option, with potential to generate employment opportunities within the tourism and heritage sector.

Concerning the medium growth option, the same opportunities and issues regarding heritage assets apply as those outlined under the high growth option, although to a lesser extent.

The low growth option is likely to reduce the need to increase the density of development or locate it in areas which could negatively impact on the setting of heritage assets. In this respect, under this option it should be easier to protect conservation areas and the heritage assets associated with them, as well as direct development away from sensitive historic landscapes. However, it is also recognised that the low growth option will provide less opportunities associated with the tourism and heritage sector due to the much lower level of employment growth delivered under this option.

Overall, uncertainty is noted under all three options as the precise location of development under each option is not known at this stage. In terms of rankings, the medium growth option is ranked highest as it delivers a moderate level of growth, limiting the potential of development to negatively impact heritage assets when compared to the high growth option. At the same time, it offers greater potential to boost the tourism and heritage sector when compared to the low growth option. The low growth option is ranked second, above the high growth option, as it is less likely to negatively impact the setting of heritage assets due to increased flexibility in choosing sites.

## ISA theme: Landscape

Options	Low growth	Medium growth	High growth
Significant effect?	No	Uncertain	Yes – Negative
Rank	1	2	3

The Vale of Glamorgan contains two Landscapes of Outstanding Historic Interest, as well as two Country Parks (Cosmeston Lakes and Porthkerry Park) and the Glamorgan Heritage Coast. In addition, there are likely to be many locally important landscapes across the county borough which contribute to the setting and character of the Vale of Glamorgan. As with the previous ISA topic, the nature and significance of effects on landscape/ townscape/ villagescape character will ultimately depend on the precise location of growth, as well as the design and layout of development.

The high growth option is likely to put the most pressure on land availability within existing urban and village boundaries. It is unlikely that the level of growth delivered through this option could be accommodated on previously developed land, which will inevitably put pressure on greenfield sites.

Whilst lower growth is proposed through the medium growth option, it is still of a scale which is likely to put pressure on land availability within existing urban and village boundaries, potentially resulting in amendments/ extensions to boundaries. As with the high growth option, it is currently not known whether the level of growth delivered through this option could be accommodated on previously developed land, so it may inevitably put pressure on greenfield sites outside of existing settlements.

Comparatively lower housing and employment growth through the low growth option is likely to reduce demand for new development sites, therefore increasing the opportunity to locate sites in areas which minimise impacts on the Vale's designated landscapes. As employment growth under the two scenarios in this option is low/ negative, a greater proportion of employment sites could potentially be accommodated in existing urban centres, with no requirement for sites outside of the settlement boundaries, where landscape constraints are likely to be more severe.

In conclusion, the low growth option is ranked highest under this ISA topic as it is most likely to preserve existing landscape/ townscape/ villagescape character across the local authority area. No significant effects are predicted under the low growth option. The remaining two options are ranked according to increasing growth quantum, with the high growth option ranked last. Whilst uncertainty is noted under the medium growth option, significant long-term negative effects are predicted under the high growth option as this option is most likely to negatively impact landscape/ townscape/ villagescape character across the Vale of Glamorgan.

## Summary findings

ISA theme	Outcome dimension	Option 1: low growth	Option 2: medium growth	Option 3: high growth
Economy and employment	Significant effect?	Uncertain	Yes – Positive	Yes – Positive
	Rank	3	2	1
Population and community	Significant effect?	No	Yes – Positive	Yes – Positive
	Rank	3	2	1
Health and wellbeing	Significant effect?	No	Yes – Positive	Yes – Positive
	Rank	3	2	1
Equality, diversity, and social inclusion	Significant effect?	No	Yes – Positive	Yes – Positive
	Rank	3	2	1
Climate change (mitigation and adaptation)	Significant effect?	Yes – Positive	Uncertain	Uncertain
	Rank	1	2	3
Transport and movement	Significant effect?	Yes – Positive	Uncertain	Uncertain
	Rank	1	2	3
Natural resources (air, soil, minerals, and water)	Significant effect?	No	Uncertain	Yes – Negative
	Rank	1	2	3
Biodiversity and geodiversity	Significant effect?	Uncertain	Uncertain	Uncertain
	Rank	1	2	3
Historic environment	Significant effect?	Uncertain	Uncertain	Uncertain
	Rank	2	1	3
Landscape	Significant effect?	No	Uncertain	Yes – Negative
	Rank	1	2	3

The following conclusions are reached for each ISA theme

ISA theme	Conclusions
Economy and employment	The high growth option is ranked first, followed by the medium growth option and then the low growth option. The first two options are considered likely to lead to significant long-term positive effects as they will both likely deliver enough new jobs per year to support the growing population. Meanwhile, uncertainty is noted under the low growth option as growth is unlikely to be distributed evenly across the Vale, and one of the scenarios under this option (WG-2014) could even lead to a shrinking local economy. However, it is recognised that housing growth may stimulate the economy through an increase in the population, as well as the short-term employment opportunities associated with construction. Still, this is unlikely to be

<b>ISA theme</b>	<b>Conclusions</b>
Population and community	significant given the low housing growth projections for the scenarios under this option.
Health and wellbeing	It is considered that as the level of growth increases, so does the likelihood for significant positive effects in relation to this ISA topic. Therefore, the options are ranked according to the level of growth they deliver, with the high growth option ranked first, followed by the medium growth option and then the low growth option. The first two options are considered likely to lead to <b>significant long-term positive effect</b> as they support high/moderate population growth. No significant effects are anticipated for the low growth option as the level of growth delivered through this option is unlikely to deliver a good range of house types and tenures across the entire local authority area and could lead to affordability issues.
Equality, diversity, and social inclusion	The high and medium growth options are considered likely to lead to <b>significant long-term positive effects</b> as they deliver a high/moderate level of housing and employment growth, which will positively impact the health and wellbeing of new and existing residents through the benefits associated with growth. However, it is considered that the high growth option has the greatest potential to deliver such benefits, and therefore this option is ranked first. No significant effects are anticipated for the low growth option, as whilst the scenarios under this option deliver some housing growth, they deliver little (25 new jobs per year under the employment-led OE scenario) to no (-126 jobs per year under the WG-2014 scenario) employment growth.
Climate change (mitigation and adaptation)	The high and medium growth options are considered likely to <b>significant long-term positive effects</b> as they deliver the highest/ second highest level of growth and therefore have the greatest potential to lead to investment into opportunities across the Vale, whilst delivering a variety of housing types and tenures and increasing services across the local authority area. No significant effects are anticipated for the low growth option due to the mismatch between housing and employment growth under the scenarios in this option. In terms of ranking, the options are ranked according to the level of growth they deliver. Ultimately, the nature and significance of the effects will be dependent on where development is located, as well as the infrastructure improvements that will accompany development. However, when considering the level of housing and employment growth alone, the low growth option is considered likely to lead to <b>significant long-term positive effects</b> because it provides the greatest opportunity to prioritise sites in sustainable locations with existing sustainable transport connections. <b>Uncertainty</b> is noted for the remaining two options as some development may need to be located in less sustainable locations, which would rely on the delivery of new infrastructure, and the potential of these options to deliver this is not clear at this stage. The options are ranked from lowest to highest level of growth.

ISA theme	Conclusions
Transport and movement	<p>Ultimately, the nature and significance of effects will be dependent on where development is located, as well as the infrastructure improvements that will accompany development. However, when considering the level of housing and employment growth alone, the low growth option is likely to lead to <b>significant long-term positive effects</b> because it provides the greatest opportunity to prioritise sites in sustainable locations with existing sustainable transport connections. <b>Uncertainty</b> is noted for the high and medium growth options because some development may need to be located in less sustainable locations, which would rely on the delivery of new infrastructure, and the potential of these options to deliver this is not clear at this stage. The options are ranked from lowest to highest level of growth.</p>
Natural resources (air, soil, minerals, and water)	<p>The low growth option is ranked first and considered most likely to avoid significant impacts arising. The medium growth option is ranked second, with <b>uncertainty</b> noted, whilst the high growth option is ranked last and considered most likely to lead to <b>significant long-term negative effects</b> due to the amount of land that will likely be required to deliver the level of growth required of this option.</p>
Biodiversity and geodiversity	<p>The low growth option is ranked first, followed by the medium and then high growth option. <b>Uncertainty</b> is noted across all three options as the location of growth is unknown at this stage, which will determine the impact of development on designated sites.</p>
Historic environment	<p><b>Uncertainty</b> is noted under all three options as the precise location of development under each option is not known at this stage. In terms of rankings, the medium growth option is ranked highest as it delivers a moderate level of growth, limiting the potential of development to negatively impact heritage assets when compared to the high growth option. At the same time, it offers greater potential to boost the tourism and heritage sector when compared to the low growth option. The low growth option is ranked second, above the high growth option, as it is less likely to negatively impact the setting of heritage assets due to increased flexibility in choosing sites.</p>
Landscape	<p>The low growth option is ranked highest under this ISA topic as it is most likely to preserve existing landscape/ townscape/ villagescape character across the Vale. No significant effects are predicted under the low growth option. The remaining two options are ranked according to increasing growth quantum, with the high growth option ranked last. Whilst <b>uncertainty</b> is noted under the medium growth option, <b>significant long-term negative effects</b> are predicted under the high growth option as this option is most likely to negatively impact landscape/ townscape/ villagescape character across the Vale.</p>

## Appendix C – SA of growth options (spatial options)

Linked to Chapter 5 (Section 5.3) the following four spatial options were established in 2023:

<b>Spatial Option</b>	<b>Description</b>
<b>1. Continuation of the Adopted LDP Growth Strategy</b>	Continue to promote new development primarily in the South East Zone (Barry, Penarth, Llandough, and Dinas Powys) and around the St Athan area, supported by development at primary settlements and minor rural settlements as appropriate.
<b>2. Dispersed Growth</b>	Distribute growth to every settlement proportionate to the size of the settlement.
<b>3. Focused Growth</b>	Deliver growth at the largest settlements in the district, according with the settlement hierarchy. Growth would be focused in the key settlement of Barry and the service centres (Cowbridge, Llantwit Major, and Penarth). The primary settlements would also accommodate an element of growth proportionate to their size. Growth would be restricted in minor rural settlements, hamlets, and smaller rural settlements.
<b>4. Sustainable Transport Oriented Growth</b>	Focus growth along the Vale of Glamorgan Line and Penarth branch line and potentially deliver an additional station in St Athan. This would be supported by growth in other areas that have robust active travel and bus connectivity to services and transport nodes. Growth in other areas would be restricted to limited small-scale affordable led development to meet identified needs.

The assessment of these options is provided in this appendix.

In terms of methodology, for each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability objectives and themes identified through scoping as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the options under consideration. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors would be. Where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.

It is important to note that effects are predicted considering the criteria presented within Regulations. So, for example, account is taken of the duration, frequency, and reversibility of effects. Cumulative effects are also considered (i.e., where the effects of the plan in combination with the effects of other planned or on-going activity that is outside the control of the Vale of Glamorgan Council).

Based on the evidence available a judgement is made if there is likely to be a significant effect. Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. The number indicates the rank and does not have any bearing on likely significant effects. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. For example, if an option is ranked as 1 then it is judged to perform better against that ISA theme compared to an option that is ranked 2.

### ISA theme: Economy and employment

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	No	No	No	No
Rank	2	3	4	1

Future housing and employment growth in the Vale of Glamorgan is well placed to capitalise on existing economic connections (such as the Cardiff Airport and Bro Tathan Enterprise Zone) and future investment associated with the Cardiff Capital City Region, including infrastructure enhancements such as the South Wales Metro project. Connected development will also be a key driver for growth as part of the of the Southeast Wales Growth Area and a key consideration in accordance with Future Wales.

Options 1, 2, and 4 deliver the benefit of focusing more growth at St Athan, maximising opportunities for new investment linked to the Enterprise Zone and Cardiff Airport. The potential to deliver an additional rail station at St Athan (most likely under Option 4) would also improve economic connections with the potential to lead to positive effects. The options limit growth in smaller settlements, with the added benefit under Option 4 of only supporting growth at smaller settlements with robust active travel and bus connectivity to economic areas and transport nodes for affordable housing led schemes.

Option 2 would locate most development to the largest settlements, with Barry accommodating over 40% of the anticipated growth. The largest settlements are considered well connected (with sustainable transport options and existing economic areas), many of which lie east, connecting well with Cardiff. However, growth is apportioned to every settlement under this option, despite a lack of economic and transport connections at some of the smaller and more rural settlements.

Option 3 is likely to direct even higher levels growth to these larger settlements (as the option restricts supporting development within smaller settlements and rural areas). Whilst largely positive effects are inferred with this approach, based on good connectivity with existing employment and economic growth areas, and transport corridors, the potential for negative effects is also identified. With housing growth at this scale limited to certain areas, it is questionable whether large scale connected employment sites can be found alongside. Notably in Barry, this could exacerbate existing economic issues such as high levels of unemployment, low-income levels, and educational deprivation. Furthermore, restricting growth in the smaller settlements in the Vale may also limit their potential to grow sustainably and increase levels of self-containment (with supporting development such as new employment uses, especially those supporting SMEs, rural diversification, and local employment opportunities). Restricting housing growth in smaller settlements is also likely to

restrict further infrastructure development in these areas, and these areas are usually those most in need of technological upgrades that support today's lifestyles and working patterns, including working from home, and local shared working spaces.

Options 1, 2, and 4 provide greater flexibility in this respect, by allowing a limited land supply from broader areas across the district that can alleviate pressures on main settlement areas and better ensure an appropriate supply of employment land alongside housing.

In relation to retail centres, it is expected that all options and the wider policy framework will support the main towns and service centres in adapting to changing consumer lifestyles, diversifying, and thriving in the long-term. By apportioning development more widely across the Vale, Options 1, 2, and 4 may also benefit smaller centres and village high streets with a larger local consumer base and employment pool and deliver wider development benefits that attract further inward investment in smaller or more rural areas.

In conclusion, no significant effects are considered likely under any of the options, but Option 3 is notably less preferred overall due to the limitations placed on developing the rural economy (alongside rural housing growth), and a narrowed focus on the largest settlements, which may be at an opportunity cost of successfully integrating employment development alongside housing growth. Option 4 is preferred overall due the focus on connected development (including economic connections and potential new rail connections at St Athan) alongside appropriate consideration of rural development. Option 1 is considered likely to deliver similar benefits and is preferred to Option 2 as it considers appropriate rural development as opposed to assigning growth to every settlement despite their potential lack of economic and transport connections.

#### ISA theme: Population and communities

Options Significant effect?	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
	Yes - positive	Yes - positive	Yes - positive	Yes - positive
Rank	2	3	3	1

Development under any of the options ultimately seeks to distribute a housing land supply that will meet the forecasted future needs of residents in the Vale, and significant positive effects can be inferred in this respect. It is assumed that development under any of the options could also be supported with a policy framework that seeks to deliver a range of housing types, sizes, and tenures.

Under all options most growth is likely to be directed to the largest towns in the Vale, as the most connected areas. However, under Options 2 and 3, significantly higher levels of growth would be apportioned to Barry and Penarth, as well as Cowbridge and Llantwit Major under Option 3. This will inevitably expand the settlement areas. In Penarth, given the administrative boundary and the coast, expansion of the settlement could reduce the gap between Penarth and the surrounding settlements (particularly Dinas Powys and Llandough), and contribute to coalescence in this respect. Consideration would need to be given to how such growth levels could be accommodated without impacting the identified Green Wedges that retain open land between these settlement areas and protect settlement identities.

In this respect, dispersing land supply more equitably across the Vale could reduce the pressures on settlement identities in larger settlements. Whilst Option 2 would assign growth to every settlement, this approach is based on existing residential population size rather than considered settlement constraints and opportunities. It therefore has the potential to affect community identities to a far greater scale than the comparable options. Option 1 provides the greatest opportunity for a more equitable distribution approach, by considering appropriate development in more rural areas (i.e., factoring in constraints to development and ensuring an appropriate scale that minimises impacts to settlement identities).

Positive effects are associated with directing most growth to the largest settlements though, particularly in the context of an ageing population, where residents are likely to rely more greatly on local connectivity. Focusing most growth in the most accessible areas could ensure future residents can access a wide range of day-today needs locally, limiting the need to travel. Option 4 performs notably well in this respect with an approach to only develop connected areas (except for small-scale affordable housing schemes) and the potential to deliver a new rail station at St Athan. With this consideration in mind, Option 2 could notably result in minor negative effects, with growth apportioned to all settlements (including small rural settlements) notwithstanding their connectivity or accessibility.

Alternatively, by directing development to all settlement areas, the growth strategy under Option 2 has good potential to ensure an element of affordable housing delivery more widely across the Vale, thus supporting more communities with access to much needed affordable housing options. Notably this is more restricted under Option 3, however, it is recognised that the highest concentrations of affordable housing needs are in the Barry, Penarth, and Llandough housing market areas (i.e., the larger settlements).

In conclusion, distributing the housing supply under all options is likely to support significant positive effects in the long-term. Option 4 performs notably better than the other options by means of its potential to deliver accessibility benefits, ensuring all new homes are well connected. Option 1 also provides the benefits of a considered and more equitable housing distribution across the Vale and is thus ranked next. Options 2 and 3 are ranked least favourably given the constraints identified under each option (potential effects on settlement identities under Option 2 and restricting rural development under Option 3).

### **ISA theme: Health and wellbeing**

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	No	No	No	No
Rank	2	2	3	1

With the general health of Vale of Glamorgan residents being reported as good, it is anticipated that growth under any option is likely to support continued trends in this respect. With access to healthcare facilities being one key determinant in planning for healthy lifestyles, it is noted that the borough contains a large provision of healthcare facilities, predominantly concentrated around the main centres of Barry, Cowbridge, Penarth, and Llantwit Major. A focus for development within these larger towns (likely under all options) will therefore deliver new housing supported by good access to healthcare provisions, along with a potential to enhance and extend these provisions.

Access to high-quality leisure facilities and recreational spaces also play a key role in determining healthy lifestyles. In this respect the Vale has many favourable assets that contribute to high-quality recreational experiences. Including the two large Country Parks in Eastern Vale, the coastline, and common land and green spaces (particularly in Western Vale). Despite this, it is recognised that within some urban areas, open space can be fragmented, lacking connectivity. In this respect, it is recognised that the focus of development at existing urban areas (under all options) can play a vital role in increasing connectivity and enhancing the function of local green spaces. Option 2 notably encompasses more rural settlement areas in the growth strategy, which can extend the potential for such local opportunities. Of note, the Council's Play Sufficiency Assessment highlights that in rural areas some children and young people experience difficulties accessing play opportunities due to their limited ability to travel to their desired locations, and that many children in both rural and urban settlements considered the condition of play equipment to be poor. Limiting growth in certain areas, particularly the rural areas (under Option 3) is therefore highly unlikely to contribute to addressing these highlighted issues. Option 2 stands out in this respect, by ensuring some development is directed to every settlement within the Vale.

A further consideration in relation to planning for good health is ultimately the potential for development to connect with and/ or enhance/ extend active travel networks and promote healthy lifestyles in this respect. Again, the Vale has an existing favourable active travel network connecting areas with the main settlements. Option 4 performs notably well in this respect, by ensuring all development is well connected to sustainable transport options. Option 2 imposes more rural growth, which could result in less sustainable transport connections, but also opportunities to improve local active travel networks in certain areas.

Considering the above, whilst no significant effects are considered likely, it is recognised that Option 4 would support more residents across the borough with sustainable transport options including active travel options and green infrastructure networks. Options 1 and 2 are also considered to perform marginally better than Option 3 given these options provide greater potential for rural development benefits.

#### **ISA theme: Equality, diversity, and social inclusion**

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	No	No	No	No
Rank	1	1	2	1

There is a noticeable disparity in deprivation levels across the Vale, with the Vale containing some of the most affluent and the most deprived communities in Wales. Of particular concern are three of the most deprived areas in Wales are located within or surrounding Barry. All options are likely to direct a substantial proportion of growth to Barry as the largest town in the Vale of Glamorgan, and development should seek to support ways to reduce inequality across Barry. The delivery of high-quality housing, including affordable housing will ultimately support residents in relation to the access to housing and services deprivation domain. However, wider development benefits should be sought to address disparities that extend beyond the housing market, such as in educational attainment, access to employment opportunities, high-quality living environments, and access to green space.

In the more rural areas of the Vale, higher deprivation is often identified in relation to the access to housing and services domain. In this respect, by restricting development within rural areas, Option 3 is less likely to support positive effects by reducing deprivation in these areas, whilst Options 1, 2, and 4 have greater potential to address these issues. This consideration is reflected in the ranking of the options.

It is recognised that any option could be supported by a policy framework which seeks high-quality and inclusive design and successful integration with existing communities, as well as conservation of the Welsh language. Focusing on wider measures to improve accessibility, including access to education and employment will also support residents, including protected groups, with opportunities to diversify and grow.

In conclusion no significant effects are considered likely at this stage, and positive effects are likely to be realised when the supporting policy framework emerges. Whilst few differences are drawn between the options, Options 1, 2, and 4 are considered to rank better than Option 3, given that they support an element of rural inclusivity.

#### **ISA theme: Climate change (mitigation and adaptation)**

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	No	No	No	Yes - positive
Rank	2	3	2	1

With regards to climate change mitigation, it is recognised that development under any of the options could be supported with a policy framework that seeks high levels of efficiency in design. The supporting policy framework can also identify and action wider measures that increase resilience, such as robust ecological and green infrastructure networks, accessibility improvements and widespread active travel networks, and renewable energy developments.

Potential opportunities to improve sustainability performance are recognised under all options but are particularly apparent under Option 4, which promotes a sustainable transport-oriented approach and could include an additional rail station at St Athan to significantly improve accessibility. Significant positive effects are thus considered likely in relation to climate mitigation.

It is recognised that all options are likely to result in significant cumulative loss of agricultural land (due to the settlement expansion strategy under all options) which contributes to below ground carbon storage.

A key consideration which relates to spatial distribution, is the accessibility of development, for which the benefits of Option 4 have already been identified. However, in relation to the remaining options, Options 1 and 3 are considered to perform marginally better in relation to rural development than Option 2, given greater consideration is given under these options to individual settlement constraints and opportunities or growth is restricted in these less connected areas.

Given the potential to deliver significant positive effects in relation to climate mitigation, Option 4 is preferred overall. For the reasons outlined above, Options 1 and 3 are ranked better than Option 2.

In relation to climate change adaptation, it is recognised that all options will be directed by the need for sequential and exception testing, which should ultimately

ensure that vulnerable development within the floodplain is avoided, and no significant effects are considered likely in this respect. It is also recognised that the supporting policy framework for any of the options could ensure that suitable drainage strategies are included in development proposals, which minimise all forms of flood risk and seek betterment in terms of flood risk and/ or water quality.

### ISA theme: Transport and movement

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	Uncertain	Uncertain	Uncertain	Yes - positive
Rank	2	4	3	1

Throughout the Vale it is recognised that road infrastructure has historically struggled to keep pace with increases in the number of road vehicles, leading to congestion and capacity issues. It is anticipated under any option, that these issues will be exacerbated to some degree by future growth, recognising that all options are seeking to distribute the same overall level of growth. Strategic measures are being pursued through wider planning influences, such as the Local Transport Plan and emerging Regional Transport Plan, as well as projects such as the South Wales Metro, which will also help address the baseline issues.

Transport modelling would ultimately be required to fully understand the potential impacts of each of the options and there remains an element of uncertainty in its absence at this stage, however, some general assumptions can be made.

One potential way to expedite infrastructure upgrades is through strategic scale development opportunities that deliver strategic benefits, and it is recognised that such opportunities are far more likely to be realised through Options 1, 3 and 4 which seek to deliver the required growth across far fewer settlement areas. However, on the other hand, smaller settlements could also benefit from development that delivers improvements to local connectivity, reduced on-street parking, and measures to alleviate congestion at key areas. Such opportunities are far less likely to be realised under Option 3 which is more restrictive on growth outside the largest settlements.

Option 2 would apportion growth to every settlement, and whilst this may unlock opportunities at some settlements, it may also exacerbate existing constraints at some settlements too, with no consideration of individual settlement opportunities and constraints. The option is ranked least favourably on this basis.

Option 4 ultimately stands out by focusing growth along sustainable transport corridors, including smaller settlements that are well connected by active travel and bus services. This option is ranked most favourably overall given its alignment with sustainable transport and movement objectives and the potential delivery of a new rail station at St Athan. Further of note is the strategic South Wales Metro project which will provide opportunities to better connect certain areas of the Vale, these opportunities may extend the main towns, and it is recognised that Option 4 provides good potential to assess opportunities to better connect some of the smaller settlements with the wider infrastructure upgrades that are underway. Considering these points, there is recognised potential for significant positive effects under this option.

No significant effects are considered likely under the remaining options and as outlined above; Option 2 is ranked least favourably. Option 1 is considered to

perform better than Option 3 as the approach considers settlement constraints and opportunities more widely across the Vale, which may help unlock more minor positive effects at smaller settlements, as discussed above.

#### ISA theme: Natural resources (air, soil, minerals, and water)

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	Yes - negative	Yes - negative	Yes - negative	Yes - negative
Rank	1	3	2	1

In relation to air quality, there are no Air Quality Management Areas (AQMAs) declared within the borough which growth could impact upon. Despite this, it is recognised that emissions are higher within Barry and the Eastern Vale, and these are deemed the most problematic areas in relation to air quality. It is likely that all options will direct most growth towards Barry and Penarth in Eastern Vale as the largest towns. This is likely to increase pressures in terms of road traffic at key congestion areas, which will in turn lead to further decreases in air quality. Despite this, with strategic growth anticipated within these areas under all options, it is considered that there is sufficient opportunity at this stage to deliver mitigation that would contribute to reducing impacts. Development in these areas will also connect well with wider projects which seek to increase accessibility such as the South Wales Metro project. In this respect, no significant effects are anticipated in relation to air quality at this stage, under any of the options. Most notably, Option 4 seeks to ensure connected development that reduces reliance on the private vehicle, and all options seek to deliver a new train station at St Athan, again reducing reliance on the private vehicle. Both options have good potential to increase sustainability performance in certain areas. Alternatively, the distribution of development more widely under Option 2 could impact rural road networks and local congestion and air quality issues.

With regards to soils, in particular high-quality soils such as productive agricultural land, it is recognised that all options would focus on settlement expansion to achieve the required growth (with limited brownfield resources). As a result, the cumulative loss of greenfield and likely high-quality agricultural land (factoring in that around 85% of land within the Vale is agricultural land, much of which is Grade 2 or 3) is considered likely to lead to negative effects of significance. By encompassing more rural areas, Option 2 may perform marginally worse in relation to agricultural land loss. This is given rural areas tend to include more high-quality land in active use.

Whilst it is recognised that the Vale is an important contributor to the regional supply of minerals, and contains several active mineral extraction sites, it is considered likely that the focus on settlement expansion will limit effects in relation to mineral resources. This approach (under all options) is likely to avoid the unnecessary sterilisation of resources, or hinder future access, with limited operations in proximity to exiting urban areas. Whilst significant impacts are considered likely to be avoided in this respect, it is recognised that Option 2 could be considered to perform marginally less favourably given it includes more rural development.

All options seek to deliver the same level of growth, which will ultimately be the main planning aspect of relevance to catchment level water resource management planning. Effects arising from the distribution of growth predominantly relate to potential effects for water quality. Noting that water quality within the Vale is generally good (including bathing waters), and that there are a wide range of

potential measures that can be employed in development proposals to maintain or enhance water quality, no significant effects are considered likely at this stage, though this will ultimately be better informed when the precise location of development is known.

Furthermore, it is also recognised that all options could be supported by a policy framework that prioritises a holistic and sustainable approach to the management, protection, and use of natural resources, as well as measures to improve resource use efficiency.

Overall, whilst no significant negative effects are anticipated in relation to air, mineral resources, or water resources, there is an identified potential for negative effects of significance in relation to soil resources for all options. Limiting rural development under Options 1, 3, and 4 make these options perform marginally better than Option 2, and Options 1 and 4 provide notable benefits by means of connected development providing alternatives to the private car making them rank better overall.

### ISA theme: Biodiversity and geodiversity

Options	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Significant effect?	Uncertain	Uncertain	Uncertain	Uncertain
Rank	1	2	1	1

There are a vast number of designated sites for biodiversity in and around the Vale, the most significant of which are designated as internationally important. The effects of the spatial strategy in relation to internationally designated sites will ultimately be assessed in detail through the supporting Habitat Regulations Assessment. At this stage it is recognised that both the level and distribution of growth have the potential for negative effects of significance for biodiversity, the precise nature and extent of which will be informed by the precise location of development. It is also recognised that mitigation measures are available to reduce the significance of many of the likely impacts, though these will need to be tailored and agreed with statutory consultees and stakeholders.

Of risk, is the approach proposed under Option 2 which imposes development upon all settlements prior to detailed consideration of constraints and capacity. Options 1, 3, and 4 benefit from more focused strategic scale development, that (through economies of scale) are more likely to deliver strategic mitigation (including the likes of Suitable Alternative Natural Green Spaces).

In relation to the widespread habitats across the borough which are not designated, it is recognised that Option 2 is most likely to lead to impacts across a greater extent of the borough (by allocating growth at every settlement). However, biodiversity net gains as a development benefit are also anticipated under all options, and these benefits would similarly be more widespread under Option 2.

Considering the above, whilst the potential for negative effects of significance is recognised under all options, there is much uncertainty in the absence of precise locations and growth levels at individual settlements. Options 1, 3, and 4 are marginally preferred to Option 2 as they provide greater potential for strategic benefits (associated with economies of scale) and limit the extent of effects across the Vale.

## ISA theme: Historic environment

Options Significant effect?	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Rank	1	3	2	2

With a wealth of heritage assets and heritage settings abundant across the Vale, all growth strategies (i.e., all options) are recognised for potential negative effects of significance, which will be better informed by consideration of precise development locations (with overall uncertainty noted at this stage). With a focus on brownfield development (where available) and settlement expansion, all options will target areas which contain listed buildings, conservation areas, scheduled monuments, and historic parks, and may encroach upon historic landscapes.

Option 2 is notably most likely to lead to impacts across a greater extent of the Vale, by allocating development within every settlement area proportionate to its size. Whilst Option 3 (and to a lesser extent Option 4) would limit the extent of development across the Vale by focusing it in the main settlement areas (potentially positive), the increased scale of development in main settlements, because of its narrowed focus, could ultimately lead to greater impacts in relation to the significance of designated heritage assets and their settings in those settlements. Option 1 is considered to perform marginally better in this respect, by way of wider distribution and consideration of each settlement's capacity for growth. These considerations are reflected in the ranking of the options.

It is assumed that development under any option could be supported by a policy framework which seeks sensitive design and appropriate archaeological investigation prior to development.

## ISA theme: Landscape

Options Significant effect?	Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Rank	1	2	2	2

It is recognised that the Vale has a high-quality, varied landscape, much of which is designated or recognised nationally for its special qualities and character, including heritage and coastal influences. With a focus on settlement expansion (with limited brownfield opportunities) under all options, it is considered likely that future growth will place pressures upon sensitive landscapes and key characteristics, predominantly from increased urbanisation. The potential for significant negative effects is ultimately recognised at this stage under all options (pre-mitigation), though this will be better informed by consideration of precise development locations.

Option 2 is notably most likely to lead to impacts across a greater extent of the Vale, by allocating development within every settlement area proportionate to its size. Whilst Option 3 (and to a lesser extent Option 4) would limit the extent of development across the borough by focusing it in the main settlement areas (potentially positive), the increased scale of development in main settlements, because of its narrowed focus, could ultimately lead to greater impacts in relation to landscape character and encroachment upon the countryside. Option 1 is considered to perform marginally better in this respect, by way of wider distribution with greater consideration of each settlement's capacity for growth, including

landscape capacity for change. These considerations are reflected in the ranking of the options.

## Summary findings

ISA theme		Spatial Option 1	Spatial Option 2	Spatial Option 3	Spatial Option 4
Economy and employment	Significant effect?	No	No	No	No
	Rank	2	3	4	1
Population and community	Significant effect?	Yes - positive	Yes - positive	Yes - positive	Yes - positive
	Rank	2	3	3	1
Health and wellbeing	Significant effect?	No	No	No	No
	Rank	2	2	3	1
Equality, diversity, and social inclusion	Significant effect?	No	No	No	No
	Rank	1	1	2	1
Climate change (mitigation and adaptation)	Significant effect?	No	No	No	Yes - positive
	Rank	2	3	2	1
Transport and movement	Significant effect?	Uncertain	Uncertain	Uncertain	Yes - positive
	Rank	2	4	3	1
Natural resources (air, soil, minerals, and water)	Significant effect?	Yes - negative	Yes - negative	Yes - negative	Yes - negative
	Rank	1	3	2	1
Biodiversity and geodiversity	Significant effect?	Uncertain	Uncertain	Uncertain	Uncertain
	Rank	1	2	1	1
Historic environment	Significant effect?	Uncertain	Uncertain	Uncertain	Uncertain
	Rank	1	3	2	2
Landscape	Significant effect?	Yes - negative	Yes - negative	Yes - negative	Yes - negative
	Rank	1	2	2	2

Overall, Option 4 performs notably well against most of the ISA objectives, reflecting the sustainability merits of connected development. The following conclusions are drawn in relation to each theme:

ISA theme	Conclusions
Economy and employment	No significant effects are considered likely under any of the options, but Option 3 is notably less preferred overall due to the limitations placed on developing the rural economy (alongside rural housing growth), and a narrowed focus on the largest settlements, which may be at an opportunity cost of successfully integrating employment development alongside housing growth. Option 4 is preferred overall due to the focus on connected development (including economic connections

ISA theme	Conclusions
Population and community	<p>and potential new rail connections at St Athan, which although not exclusive to this option, are more likely to be delivered under it), alongside appropriate consideration of rural development. Option 1 is considered likely to deliver similar benefits and is preferred to Option 2 as it considers appropriate rural development as opposed to assigning growth to every settlement despite their potential lack of economic and transport connections.</p>
Health and wellbeing	<p>Distributing the housing supply under all options is likely to support significant positive effects in the long-term. Option 4 performs notably better than the other options by means of its potential to deliver accessibility benefits, including a new rail station at St Athan (which although not exclusive to this option, are more likely to be delivered under it), ensuring all new homes are well connected. Option 1 also provides the benefits of a considered and more equitable housing distribution across the borough and is thus ranked next. Options 2 and 3 are ranked least favourably given the constraints identified under each option (potential effects on settlement identities under Option 2 and restricting rural development under Option 3).</p>
Equality, diversity, and social inclusion	<p>Whilst no significant effects are considered likely, it is recognised that Option 4 would support more residents across the borough with sustainable transport options including active travel options and green infrastructure networks. Options 1 and 2 are also considered to perform marginally better than Option 3 given these options provide greater potential for rural development benefits.</p>
Climate change (mitigation and adaptation)	<p>No significant effects are considered likely at this stage, and positive effects are likely to be realised when the supporting policy framework emerges. Whilst few differences are drawn between the options, Options 1, 2, and 4 are considered to rank better than Option 3, given that they support an element of rural inclusivity.</p> <p>Given the potential to deliver significant positive effects in relation to climate mitigation (i.e., focusing development in locations well served by sustainable transport), Option 4 is preferred overall.</p>
	<p>In relation to climate change adaptation, it is recognised that all options will be directed by the need for sequential and exception testing, which should ultimately ensure that vulnerable development within the floodplain is avoided, and no significant effects are considered likely in this respect. It is also recognised that the supporting policy framework for any of the options could ensure that suitable drainage strategies are included in development proposals, which minimise all forms of flood risk and seek betterment in terms of flood risk and/ or water quality.</p>

ISA theme	Conclusions
Transport and movement	<p>Option 4 ultimately stands out by focusing growth along sustainable transport corridors, including smaller settlements that are well connected by active travel and bus services. This option is ranked most favourably overall given its alignment with sustainable transport and movement objectives and the potential delivery of a new rail station at St Athan. No significant effects are considered likely under the remaining options and Option 2 is ranked least favourably given it directs development to less connected areas. Option 1 is considered to perform better than Option 3 as the approach considers settlement constraints and opportunities more widely across the Vale, which may help unlock more minor positive effects at smaller settlements.</p>
Natural resources (air, soil, minerals, and water)	<p>Whilst no significant negative effects are anticipated in relation to air, mineral resources, or water resources, there is an identified potential for negative effects of significance in relation to soil resources for all options. Limiting rural development under Options 1, 3, and 4 make these options perform marginally better than Option 2, and Options 1 and 4 provide notable benefits by means of connected development providing alternatives to the private car making them rank better overall.</p>
Biodiversity and geodiversity	<p>Whilst the potential for negative effects of significance is recognised under all options, there is uncertainty in the absence of precise locations and growth levels at individual settlements. Options 1, 3, and 4 are marginally preferred to Option 2 as they provide greater potential for strategic benefits (associated with economies of scale) and limit the extent of effects across the borough.</p>
Historic environment	<p>With a wealth of heritage assets and heritage settings abundant across the borough, all growth strategies (i.e., all options) are recognised for potential negative effects of significance, which will be better informed by consideration of precise development locations (with overall uncertainty noted at this stage). Option 2 is notably most likely to lead to impacts across a greater extent of the borough, by allocating development within every settlement area proportionate to its size. Whilst Option 3 (and to a lesser extent Option 4) would limit the extent of development across the borough by focusing it in the main settlement areas (potentially positive), the increased scale of development in main settlements, because of its narrowed focus, could ultimately lead to greater impacts in relation to the significance of designated heritage assets and their settings in these settlements. Option 1 is considered to perform marginally better in this respect, by way of wider distribution and consideration of each settlement's capacity for growth.</p>
Landscape	<p>With a focus on settlement expansion (with limited brownfield opportunities) under all options, it is considered likely that</p>

ISA theme	Conclusions
	<p>future growth will place pressures upon sensitive landscapes and key characteristics, predominantly from increased urbanisation. The potential for significant negative effects is ultimately recognised at this stage under all options (pre-mitigation), though this will be better informed by consideration of precise development locations. Option 2 is notably most likely to lead to impacts across a greater extent of the borough, by allocating development within every settlement area proportionate to its size. Whilst Option 3 (and to a lesser extent Option 4) would limit the extent of development across the borough by focusing it in the main settlement areas (potentially positive), the increased scale of development in main settlements, because of its narrowed focus, could ultimately lead to greater impacts in relation to landscape character and encroachment upon the countryside. Option 1 is considered to perform marginally better in this respect, by way of wider distribution with greater consideration of each settlement's capacity for growth, including landscape capacity for change.</p>

## Appendix D – Updated GIS analysis of candidate sites

In line with the Local Development Plans Manual Edition 3 (March 2020), separate more spatially specific and quantitative criteria have been developed to assess candidate sites through the ISA, which build on the ISA Framework developed at the scoping stage. The methodology for the ISA of candidate sites involves employing GIS data-sets and measuring ('quantitative analysis') how each candidate site relates to various constraint and opportunity features. Specifically, the aim is to differentiate the performance of the candidate sites in respect of specific locational (e.g. distance to a GP surgery) / intersect (e.g. intersect with flood risk zone) criteria. The ISA methodology allows for the consistent and transparent assessment of candidate sites.

Two GIS tools were used to undertake the appraisal of candidate site options depending on the feature and measurements required. These provided either a:

- **Straight line distance** from a feature to a candidate site and percentage overlap of any features within a site. Measurements were taken from the closest boundary of the candidate site and the feature.  
or
- **Network analyst** - Distances calculated from a candidate site to a feature along a real-world network of roads and urban footpaths using Open Street Map. The network analyst tool helps to provide approximate real world walking distances. Network analysis has been carried out assuming suitable access points to the sites (as we cannot use the whole site boundary) and so the walking distances are approximate. I.e. a feature may be closer to the site boundary than the assigned access point.

The ISA of candidate sites is limited by the spatial data sets available. Where there are any significant gaps in the data, then the methodology addresses them with, where possible, qualitative criteria.

Additionally, it is generally the case that, given the available datasets, there is more limited potential to appraise the merits of site options in terms of socio-economic objectives, relative to environmental objectives. In this respect, under the economy and employment ISA topic, singular employment sites are not considered (i.e. public house or scrap metal works); rather, clusters of employment sites are considered, including town/ local centres and industrial estates.

It is also important to state that the appraisal is limited on the basis that proximity / percentage intersect is often (i.e. for many objectives) a crude indicator of constraint or opportunity. For example, whilst percentage intersect with a flood risk zone is a strong indicator of actual flood risk constraint, proximity to a designated biodiversity feature, or Air Quality Management Area (AQMA), is less robust as an indicator of biodiversity or air quality constraint. We understand that distance to features in this respect does not indicate a 'significant effect', but aids differentiation, which is the aim at this stage of the ISA process. However, it is important to note that these issues will be explored in further detail through the ISA of strategic options and RLDP policies.

Further criteria specific assumptions are set out below:

- Where candidate sites are brownfield in nature, we assume that any development would be an improvement on the existing form in accordance with principles of sustainable development and placemaking as set out in Planning Policy Wales (PPW).
- It is assumed that all development will deliver appropriate mitigation to address any potential water quality impacts, in accordance with the Water Supply (Water Quality) Regulations 2018 (in Wales).
- In terms of infrastructure (green, blue, grey), services and facilities, the appraisal considers only those assets that are existing and does not consider any future proposals.
- In relation to 'health services' this include pharmacies, dentists, GP and GP sub branches, opticians, and hospitals.
- Where indicative capacity of sites is considered (i.e. in relation to 'population and communities' and 'landscape'), as no decision has been made at this stage, the maximum capacity proposed by site promoters has been relied upon.

The candidate site options appraisal methodology is presented in Tables AD.1 and AD.2. The tables set out the criteria and thresholds as well as the GIS tool used and provides further commentary as necessary. The tables recognise data limitations and assumptions set out above. Where possible the ISA methodology has sought to remain consistent with the Vale's [candidate site methodology](#) and to reflect guidance in the Welsh Government Development Plans Manual Edition 3 (March 2020).

**Table AD.1: GIS analysis methodology**

Criteria	Data and measurement	Commentary
<b>Employment</b>		
Enterprise Zone	Data provided VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to existing employment site. There is no clear guidance on distance thresholds, and it is recognised that enterprise zones will often be reached by car or public transport. The thresholds therefore reflect the spread of the data.
Employment Site	Data provided VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to existing employment site. There is no clear guidance on distance thresholds, and it is recognised that employment sites will often be reached by car or public transport. The thresholds therefore reflect the spread of the data.
<b>Population and communities</b>		
Settlement	Data provided VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights the proximity of site options to the nearest settlement (town, district, local and neighbourhood centres, and also Culverhouse Cross as an out of town centre). There is no clear guidance on distance thresholds, and it is recognised that these facilities will often be reached by car or public transport. The thresholds therefore reflect the spread of the data.
Community centres	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to a community centre. There is no clear guidance on distance thresholds. The thresholds therefore reflect the spread of the data.
Primary school	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to schools. Thresholds based on the WG's Active Travel Guidance <sup>12</sup> and Sustrans Walkable Neighbourhoods Report <sup>13</sup> .
Secondary school	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to schools. Thresholds based on the WG's Active Travel Guidance (800m for walkable neighbourhoods).
<b>Health and wellbeing</b>		
Health services	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to health facilities (including hospitals, GPs, opticians and dentists). Thresholds based on the WG's Active Travel Guidance and Sustrans Walkable Neighbourhoods Report.

<sup>12</sup> Welsh Government (2021) [Active Travel Act guidance \(gov.wales\)](https://gov.wales/active-travel-act-guidance)

<sup>13</sup> Sustrans (2022) [Walkable neighbourhoods: how to reduce car dependency in new developments \(sustrans.org.uk\)](https://www.sustrans.org.uk/walkable-neighbourhoods-how-to-reduce-car-dependency-in-new-developments)

<b>Criteria</b>	<b>Data and measurement</b>	<b>Commentary</b>
Leisure centre	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights walking distance to a leisure centre. There is no clear guidance on distance thresholds. The thresholds therefore reflect the spread of the data.
Public open space	Data provided by VOGC and does not include features outside the county borough. Network analyst measurement.	Highlights the walking distance of site options to areas of green space. It is recognised that there may be other areas of open or green space that are not considered through this criterion. Thresholds based on the WG's Active Travel Guidance and Sustrans Walkable Neighbourhoods Report.
Green wedge	Data provided by VOGC. Straight line distance/ overlap measurement.	Green wedges are an urban containment mechanism intended to restrict the spread of built development beyond designated settlement boundaries and allocated sites. VOGC have identified several green wedges in order to prevent coalescence between settlements, many of which are focused in the south/ southeast of the county borough.
Public right of way	Data provided by VOGC. Straight line distance/ overlap measurement.	Highlights the proximity of site options to the public right of way network.
National cycle network	Data provided by Welsh Government. Straight line distance/ overlap measurement.	Highlights the proximity of site options to completed national cycling routes.
Welsh Coastal Path	Data provided by Welsh Government. Straight line distance/ overlap measurement.	Highlights the proximity of site options to the Welsh Coastal Path.
<b>Equalities, diversity and social inclusion</b>		
Deprivation	Data provided by Welsh Government and included features outside the county borough. Straight line distance/ overlap measurement.	Highlights site options that fall within an area of deprivation. Development in an area of relative deprivation (as measured by the Index of Multiple Deprivation) may support regeneration. However, it is recognised that this will be dependent on a variety of factors, including the level of improvements delivered in terms of community facilities.
<b>Transport and movement</b>		
Railway station	Data provided by VOGC and includes features outside the county borough. Network analyst measurement.	Highlights walking distance to a train station. Thresholds based on the WG's Active Travel Guidance and Sustrans Walkable Neighbourhoods Report.
Bus stop	Data provided by VOGC and includes features outside the county borough. Network analyst measurement.	Highlights walking distance to a bus stop. Thresholds based on the WG's Active Travel Guidance and Sustrans Walkable Neighbourhoods Report.

<b>Criteria</b>	<b>Data and measurement</b>	<b>Commentary</b>
Active travel	Data provided by VOGC and includes features outside the county borough. Network analyst measurement.	Highlights the proximity of site options to the active travel network (footway/cycle/pedestrian zones).
<b>Natural resources</b>		
Land classification	Data provided by VOGC. Straight line distance/ overlap measurement.	Highlights whether the site is a previously developed or greenfield site as defined by Future Wales.
Agricultural land classification	Data provided by Welsh Government. Straight line distance/ overlap measurement.	The ALC Predictive Map Version 2 (2019) is available and provides a distinction between Grade 3a (i.e. land classified as the 'best and most versatile') and Grade 3b land (i.e. land which is not classified as such). Taking the above into account it is appropriate to 'flag' red those sites that may include Grade 1 to 3a agricultural land.
Source Protection Zone	Data provided by Natural Resource Wales. Straight line distance/ overlap measurement.	Groundwater Source Protection Zones are designated zones around public water supply abstractions and other sensitive receptors that signal there are particular risks to the groundwater source they protect. The zones are based on an estimation of the time it would take for a pollutant which enters the saturated zone of an aquifer to reach the source abstraction or discharge point. For each source, three zones are defined around a particular water abstraction based on travel times, of the groundwater (Zone 1 = 50 days; Zone 2 = 400 days) and the total catchment area of the abstraction (Zone 3).
Nitrate Vulnerable Zone	Data provided by Natural Resource Wales. Straight line distance/ overlap measurement.	Nitrate Vulnerable Zones are areas within Wales that contain surface water or groundwater that is susceptible to nitrate pollution from agricultural activities. They are designated in accordance with the requirements of the European Commission's Nitrates Directive 91/676/EEC, which aims to protect water quality across Europe by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices. The Welsh Government is responsible for maintaining and improving the quality of the aquatic environment and carries out a review of the NVZ areas every four years.
Mineral safeguarded site	Data provided by VOGC. Straight line distance/ overlap measurement.	It is assumed that any development outside of a mineral safeguarded site would not result in the sterilisation of that resource and the RAG distances reflect this.
Waterbodies	Data provided by VOGC. Straight line distance/ overlap measurement.	It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a waterbody (rivers, lakes and coastline). This

Criteria	Data and measurement	Commentary
<b>Biodiversity</b>		
Ancient Woodland	Data provided by VOGC and includes features outside the county borough. Straight line distance/ overlap measurement.	Ancient Woodlands are spread across the county borough. The RAG distances have been selected to take account of this and help differentiate between the sites options.
European site (SAC, SPA or Ramsar site)	Data provided by Natural Resource Wales and includes sites lying outside of the county borough Straight line distance/ overlap measurement.	It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a European site. This criterion will help to highlight the European sites that lies in closest proximity to the site for the purposes of differentiating between sites.
Site of Special Scientific Interest (SSSI)	Data provided by Natural Resource Wales and includes sites lying outside of the county borough Straight line distance/ overlap measurement.	As above, it is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a European site. This criterion will help to highlight the SSSI that lies in closest proximity to the site and together with the criterion below for SSSI Impact Zones, it will help to differentiate between sites.
Sites of Importance for Nature Conservation (SINCs)	Data provided by VOGC and does not include sites lying outside of the county borough. Straight line distance/ overlap measurement.	There are numerous SINCs situated within the Vale and the RAG distances reflect this along with the assumption that these are of less significance and therefore less sensitive than internationally and nationally designated biodiversity.
Priority habitats	Data provided by VOGC and includes sites lying outside of the county borough Straight line distance/ overlap measurement.	This seeks to flag if a development at a site could result in the loss of and therefore fragmentation of BAP priority habitats. It also helps to flag if there is the potential for disturbance to priority habitats within 50m of the site.
<b>Historic environment</b>		
Conservation Area	Data provided by VOGC and does not include conservation areas outside the county borough. Straight line distance/ overlap measurement.	It is appropriate to 'flag' a red where a site is within, intersects or is adjacent to a Conservation Area. It is also appropriate to flag sites that might more widely impact on the setting of a Conservation Area and a 50m threshold has been assumed. It is recognised that distance in itself is not a definitive guide to the likelihood or significance of effects on a heritage asset. It is also recognised that the historic environment encompasses more than just designated heritage assets. Whilst there is good potential to highlight where development in proximity to a heritage asset might impact negatively on that asset, or its setting, a limitation relates to the fact that it has not been possible to gather views from heritage specialists on sensitivity of assets/ capacity to develop each of the sites. This is a notable limitation as potential for development to conflict with the setting of historic assets/ local historic character can only

<b>Criteria</b>	<b>Data and measurement</b>	<b>Commentary</b>
Scheduled Monument	Data provided by Cadw and includes assets lying outside of the county borough. Straight line distance/ overlap measurement.	As above.
Heritage Coast	Data provided by Cadw and includes assets lying outside of the county borough. Straight line distance/ overlap measurement.	As above.
Listed Building	Data provided by Cadw and includes assets lying outside of the county borough. Straight line distance/ overlap measurement.	As above.
National Monuments Record of Wales – Maritime Heritage Assets	Data provided by Cadw and includes assets lying outside of the county borough. Straight line distance/ overlap measurement.	As above.
Archaeologically sensitive area	Data provided by VOGC and does not include sites lying outside of the county borough. Straight line distance/ overlap measurement.	As above
<b>Landscape</b>		
Country Park	Data provided by VOGC. Straight line distance/ overlap measurement.	There are only two country parks in the county borough. Highlights the proximity of site options to the nearest of the two country parks.
National Landscape Character Area	Data provided by VOGC. Straight line distance/ overlap measurement.	Highlights which National Landscape Character Area the site falls within.
Special Landscape Areas	Data provided by VOGC. Straight line distance/ overlap measurement.	There are numerous locally designated SLA's throughout the county borough. Highlights the proximity of site options to the nearest of the SLAs.
Landscape of Outstanding Historic Interest	Data provided by VOGC and does not include sites lying outside of the county borough. Straight line distance/ overlap measurement.	As above.
<b>Climate change</b>		
Groundwater flood risk	Data provided by VOGC. Straight line distance/ overlap measurement.	This criterion will help to identify sites that fall within areas at risk of groundwater flooding.
Surface water flood risk	Data provided by VOGC. Straight line distance/ overlap measurement.	This criterion will help to identify sites that fall within areas at risk of surface water flooding. N.B. While it is important to avoid development in areas of high

Criteria	Data and measurement	Commentary
Fluvial flood risk	Data provided by VOGC. Straight line distance/overlap measurement.	flood risk, there is the potential to address risk of surface water flooding at the development management stage through the use of appropriate mitigation, such as Sustainable Drainage Systems (SuDS).  This criterion will help to identify sites that fall within high flood risk areas. N.B. While it is important to avoid development in flood zones, there is the potential to address flood risk at the development management stage, when a 'sequential approach' can be taken to ensure that uses are compatible with flood risk. There is also the potential to design-in SuDS.

**Table AD.2** presents the candidate site framework and assessment questions, where '++' represents major positive effects, '+' represents minor positive effects, '0' represents neutral/ no effects, '?' represents uncertain effects, '-' represents minor negative effects, and '--' represents major negative effects.

### Table AD.2: GIS analysis framework

#### ISA theme: Economy and employment

ISA Objective: Support a sustainable, diverse, and resilient economy, with innovative responses to changing conditions and support for a strong future workforce.

Indicator	Threshold
++	New employment land proposed at the site.
+	The site has good access to existing employment (within 1,600m of an employment centre)
0	N/A
?	Type of development uncertain at this stage.
-	The site has poor access to existing employment (over 1,600m away from an employment centre)
--	Development at the site could result in the loss of existing employment land.

## ISA theme: Population and communities

ISA Objective: To provide enough good quality market and affordable homes, and community infrastructure, in sustainable locations to meet identified needs.

ISA Objective: To enhance design quality to create natural beautiful places for people that maintain and enhance community and settlement identity.

Indicator	Threshold
++	The site has capacity to deliver a significant number of new homes ( $\geq 100$ dwellings) and it does not intersect with a designated green wedge.
+	The site has capacity to deliver new homes ( $<100$ dwellings) and it does not intersect with a designated green wedge.
0	The site will deliver alternative uses including employment, education, community facility, etc.
?	N/A
-	The site could deliver new homes; however, the site partially intersects with a designated green wedge.
--	The site could deliver new homes; however, the site wholly intersects with a designated green wedge.

Indicator	Threshold
++	The site is within reasonable walking distance ( $\leq 800m$ ) to a primary and a secondary school ( $\leq 1,600m$ ).
+	The site is within reasonable walking distance ( $\leq 800m$ ) to a primary or a secondary school ( $\leq 1,600m$ ).
0	N/A
?	N/A
-	The site is not within reasonable walking distance ( $\leq 800m$ ) to a primary or a secondary school ( $\leq 1,600m$ ).
--	The site is $>1,600m$ from a primary school and secondary school.

## ISA theme: Health and wellbeing

ISA Objective: To improve the health and wellbeing of residents within Vale of Glamorgan promoting healthy and sustainable places.

Indicator	Threshold
++	The site is within 800m of a health service and an active travel route.
+	The site is within 800m of a health service or an active travel route.
0	N/A
?	N/A
-	The site is not within 800m of a health service or an active travel route.
--	The site is not within 800m of a health service, or an active travel route and development would result in the loss of designated open/recreational space.

Indicator	Threshold
++	The site is within 800m of a formal leisure and open space.
+	The site is within 800m of a formal leisure or open space.
0	N/A
?	N/A
-	The site is not within 800m of a formal leisure and open space.
--	The site is not within 1,600m of a formal leisure and open space.

## ISA theme: Equalities, diversity, and social inclusion

ISA Objective: To reduce poverty and inequality; tackle social exclusion and promote community cohesion.

Indicator	Threshold
++	The site falls within one of the 10% or 20% most deprived LSOAs in Wales and development proposes the delivery of a new or improved community facility/building/ space that meets a demonstrated need in the area, particularly where it supports the Welsh Language and various groups within the community.
+	The site falls within one of the 10% or 20% (1 <sup>st</sup> quintile) most deprived LSOAs in Wales.
0	The site falls within one of the 30-40% (2 <sup>nd</sup> quintile) most deprived LSOAs in Wales.
?	The site falls within one of the 50-60% (3 <sup>rd</sup> quintile) most deprived LSOAs in Wales.
-	The site falls within one of the 40% least deprived (4 <sup>th</sup> / 5 <sup>th</sup> quintile) LSOAs in Wales.
--	Development at the site would result in the unjustified loss of a community facility/ building/ space.

## ISA theme: Transport and movement

ISA Objective: Increase sustainable transport use and reduce the need to travel.

Indicator	Threshold
++	The site is within close proximity ( $\leq 800m$ ) to a railway station or bus stop, town/ retail centre and an active travel route.
+	The site is within reasonable walking distance ( $\leq 800m$ ) to two of the following three criteria: a railway station or bus stop, town/ retail centre, or an active travel route.
0	N/A
?	N/A
-	The site is not within reasonable walking distance ( $>800m$ ) of two of the following three criteria: a railway station or bus stop, town/ retail centre, or active travel route.
--	The site is not within reasonable walking distance ( $>800m$ ) to a railway station or bus stop, town/ retail centre, or active travel route.

## ISA theme: Natural resources

ISA Objective: To identify and pursue any opportunities to reduce, or at least, minimise population exposure to air pollution.

ISA Objective: To make the best use of previously developed land and existing buildings to minimise pressure for greenfield development and protecting, where possible, higher grade agricultural land.

ISA Objective: To protect mineral resources and ensure that an adequate supply of a diverse range of minerals is available over the long-term.

Indicator	Threshold
++	N/A
+	N/A
0	The site does not contain and is not in close proximity (>1km) to a waterbody
?	N/A
-	The site contains or is in close proximity (<1km) to a waterbody
--	N/A

Indicator	Threshold
++	N/A
+	The site does not intersect with a Groundwater Source Protection Zone (SPZ).
0	N/A
?	N/A
-	The site intersects with a Groundwater Source Protection Zone (SPZ).
--	N/A

Indicator	Threshold
++	N/A
+	The site does not intersect with a Nitrate Vulnerable Zone (NVZ).
0	N/A
?	N/A
-	The site intersects with a Nitrate Vulnerable Zone (NVZ).
--	N/A
Indicator	Threshold
++	The site is wholly brownfield land.
+	The site is predominantly brownfield land (>50%) and contains low quality agricultural land (Grade 3b, 4, urban).
0	N/A
?	The site is predominantly greenfield land (≥50%) and contains low quality agricultural land (Grade 3b, 4, urban). or
-	The site is predominantly brownfield land (>50%) and contains high quality agricultural land (Grade 1, 2 and 3a).
--	The site is predominantly greenfield land (>50%) and contains high quality agricultural land (Grade 1, 2 and 3a).
--	The site is wholly greenfield land and contains high quality agricultural land (Grade 1, 2 and 3a).
Indicator	Threshold
++	N/A
+	The site does not intersect with a mineral safeguarding area.
0	N/A
?	N/A
-	The site intersects with a mineral safeguarding area.
--	The site is wholly within a mineral safeguarding area.

## ISA theme: Biodiversity and geodiversity

ISA Objective: Protect and enhance biodiversity within and surrounding Vale of Glamorgan.

Indicator	Threshold
++	N/A
+	The site is brownfield land.
0	The site does not intersect and is not within 1km of any designated sites.
?	The site does not intersect, but is within 1km of a designated site, and there is an element of uncertainty relating to the potential for significant effects.
-	The site intersects or is adjacent to a regionally or locally (LNPs and SNCs) designated site and/ or priority habitats/ species.
--	The site intersects or is adjacent to an internationally (SAC, SPA, Ramsar) or nationally (SSSI and Ancient Woodland) designated site.

## ISA theme: Historic environment

ISA Objective: Preserve and enhance Vale of Glamorgan's heritage resource, including its historic environment and archaeological assets.

ISA Objective: Promote understanding of Vale of Glamorgan's cultural heritage.

Indicator	Threshold
++	Regeneration of brownfield land that intersects with a historic asset
+	Regeneration of brownfield land that is within 200m of a historic asset
0	N/A
?	The site is >200m from a historic asset
-	The site is within 200m of a local or nationally designated historic assets
--	The site intersects or is adjacent to a local or nationally designated historic assets

## ISA theme: Landscape

ISA Objective: To protect and enhance the quality and character of Vale of Glamorgan's landscape, seascape and townscape.

Indicator	Threshold
++	The site is predominantly brownfield and does not intersect with a Special Landscape Area or Registered Landscape of Outstanding or Special Historic Interest.
+	The site does not intersect with a Special Landscape Area, Country Park, or Registered Landscape of Outstanding or Special Historic Interest;
0	N/A
?	The site does not intersect with a Special Landscape Area, Country Park, or Registered Landscape of Outstanding or Special Historic Interest; however, the scale of development proposed ( $\geq 100$ dwellings) on greenfield land has the potential for a negative effect. This is uncertain at this stage.
-	The site intersects with a Special Landscape Area, Country Park, or Registered Landscape of Outstanding or Special Historic Interest or a Special Landscape Area.
--	The site is predominantly greenfield and wholly falls within a Special Landscape Area, Country Park or Registered Landscape of Outstanding or Special Historic Interest.

## ISA theme: Climate change

ISA Objective: Support the resilience of Vale of Glamorgan to the potential effects of climate change, including flooding from fluvial, coastal and surface water sources

ISA Objective: Reduce Vale of Glamorgan's contribution to climate change from activities which result in greenhouse gas emissions and contribute to meeting the Council's target of net zero.

Indicator	Threshold
++	Development at the site would reduce flood risk in the area.
+	The site does not intersect with a high flood risk area (flood zone 2 and 3).
0	N/A
?	N/A
-	The site intersects with flood zone 2 or 3.
--	The site falls wholly within flood zone 2 or 3.

Indicator	Threshold
++	N/A
+	The site is being promoted for low carbon development/ provision of renewable energy sources.
0	N/A
?	The site has the potential to deliver low carbon development/ renewable energy, however opportunities are not currently supported.
-	N/A
--	N/A

The outputs from the GIS analysis are displayed below.

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
361	Other	Land at Port Road	N/A	+	0	-	+	-	-	++	-	+	+	?.	+	-	-	-	?	
364	Housing	Parc Hoddnant	250	-	++	++	+	+	-	+	-	+	+	?	--	--	--	?	-	?
366	Housing	Land South of Clive Road	45	+	+	--	-	--	-	+	0	+	+	?	--	?	-	-	+	?
367	Housing	Land South of Llantwit Major Road	80	-	+	--	+	--	-	+	-	+	+	--	--	--	--	--	-	?
371	Housing	Walters Farm		+	++	+	+	--	-	++	-	+	+	?	--	-	--	--	-	?
372	Leisure/ Tourism	Meurig's Camping and Glamping	N/A	-	0	--	-	--	-	-	0	+	+	--	--	?	--	--	+	?
377	Cemetery	Land adjoining Heritage Business Park	N/A	+	0	--	-	--	-	-	-	+	+	?	--	?	-	+	-	?
379	Retail	Land at Bridge House Farm	N/A	-	0	--	+	--	-	++	-	+	+	?	--	?	-	+	+	?
382	Minerals	Balas Farm	N/A	-	0	--	-	--	-	--	-	+	+	--	--	?	--	--	+	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
387	Housing	Land at Culverhouse Cross	140	+	-	-	-	-	-	-	-	+	+	-	-	?	?	-	-	?
393	Quarry Restoration	Wenvoe Quarry	N/A	-	0	--	-	--	-	--	-	+	+	-	--	?	--	--	-	?
396	Housing (Mixed)	North West Llantwit Major	70	+	+	--	+	--	-	++	-	+	+	?	--	?	--	+	-	?
400	Housing	Land off Penlan Road	30	+	-	++	++	-	-	-	-	+	+	?	-	?	-	+	+	?
444	Housing	Land north of Dinas Powys	850	+	-	++	++	-	-	++	-	+	+	?	+	--	--	--	-	?
407	Housing	Land West of Coed Mawr Road	81	-	+	+	++	-	-	++	-	+	+	?	--	?	-	--	-	?
411	Minerals	Argoed Isha Quarry	N/A	-	0	-	-	--	-	--	-	+	+	-	--	--	?	-	-	?
410	Minerals	The Quarries and adjoining Land	N/A	-	0	--	-	--	-	-	-	+	+	--	--	?	-	+	-	?
412	Retail	Land east of Port Road	N/A	-	0	--	-	--	-	+	-	+	+	?	--	?	-	+	-	?
416	Other	Pugh's Garden Village	N/A	-	0	--	-	--	-	+	-	+	+	++	--	+	-	-	-	?
424	Employment	Bro Tathan	N/A	++	0	--	++	--	?	++	-	+	+	--	-	?	--	+	-	?
426	Housing	Land at Ffordd y Milleniwm	56	+	+	+	++	-	+	++	-	-	+	++	+	+	+	+	++	?
427	Housing (Mixed)	Land at Readers Way	450	+	-	+	++	-	-	++	-	+	+	?	--	?	--	?	-	?
428	Housing (Mixed)	Land at North East Barry	1500	+	++	+	+	-	-	++	-	+	+	--	-	--	--	?	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero	
431	Housing	Land off Caerleon Road	46	-	-	++	++	-	?	++	-	+	+	?	+	-	+	-	?		
432 SP14. 3	Employment	Bro Tathan	N/A	++	0	-	++	--	?	++	-	+	+	?	-	?	--	+	-	?	
433 SP14. 10	Employment	Aberthaw Power Station	N/A	++	0	-	+	--	?	++	-	+	+	?	-	--	--	+	-	?	
435	Housing	Land South of A48, Bonvilston	25	-	+	--	-	+	-	+	-	+	+	--	--	?	-	-	+	?	
436	Green Wedge Designation	Land between Llantwit Major and Llanmaes	N/A	+	0	-	+	--	-	+	-	+	+	?	--	?	--	+	-	?	
437	Housing	Swn Y Coed, Wenvoe	80	+	-	+	-	--	-	+	0	+	+	--	--	-	-	--	+	?	
439	Leisure/Tourism	Summerhouse Bay	N/A	-	0	--	-	--	-	--	-	+	+	?	--	-	--	+	-	?	
441	Housing	Land at The Downs	20	+	-	--	-	--	-	-	-	+	+	--	--	?	-	--	-	?	
449	Housing	Land at Weycock Cross, South of Port Road	180	+	-	+	+	--	-	++	-	+	+	?	--	?	-	?	-	?	
451	Housing	Land at Oaktree Farm, East of Port Road	20	-	+	+	-	--	-	+	-	+	+	?	+	?	-	+	+	?	
452	Employment	Hayes Road, Sully	N/A	+	0	-	+	--	-	++	-	+	+	++	-	+	--	++	-	?	
455	Housing	Land North of Primrose Hill	220	+	++	++	++	-	-	++	-	+	+	+	--	--	?	-	--	+	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
456 (KS5)	Housing (Mixed)	Land West of St Athan	600	+	++	-	+	-	?	+	0	+	+	?	--	?	-	?	-	?
457 (KS5)	Housing	Land South of B4265, St Athan	40	+	+	-	+	--	?	+	0	+	+	?	--	?	--	+	+	?
458	Community Facilities	Land between the Railway Line and the B4265, St Athan	N/A	++	0	--	-	--	?	-	-	+	+	--	--	?	-	+	-	?
468	Housing	Land to the south of Llangan Primary School	29	+	+	+	-	--	-	+	0	+	+	?	--	?	-	--	+	?
473	Retail	Land south of the B4265	N/A	+	0	-	++	-	-	++	-	+	+	?	--	?	--	+	+	?
476	Employment	Land at Culverhouse Cross	N/A	++	-	-	+	--	-	-	-	+	+	--	-	?	--	--	-	?
484	Employment	Land at Hayes Road	N/A	++	0	-	+	--	-	++	-	+	+	+	+	?	--	+	-	?
485	Housing	Land east of St Athan County Junior and Infants School	300	+	++	-	+	--	?	+	-	+	+	--	--	?	-	-	-	?
487	Housing	Land at Neptune Road	40	+	+	-	++	+	?	++	-	+	+	++	+	+	-	++	-	?
488	Housing	Land to the South of Rhose train station	270	+	++	+	++	+	-	++	-	+	+	?	--	-	--	?	-	?
492	Housing (Mixed)	Land North of Porthkerry Road	94	+	+	+	+	+	+	++	-	+	+	?	--	?	--	+	+	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
494	Housing	Land South West of Singstone (Parcel 1)	15	+	+	-	-	-	-	-	+	+	-	-	?	-	+	-	?	
506	Renewable Energy	Cae Maen Farm	N/A	-	0	--	-	--	-	-	+	+	?	--	--	-	--	-	?	
507	Renewable Energy	East Downs Farm	N/A	-	0	--	-	--	-	-	+	+	--	--	?	--	-	-	+	
508	Renewable Energy	Fonmon	N/A	+	0	--	-	--	-	-	+	+	--	--	--	--	--	-	+	
510	Renewable Energy	Gileston Farm	N/A	+	0	-	+	--	?	+	-	+	+	--	--	-	--	+	+	
511	Renewable Energy	Old Beaupre Farm	N/A	-	0	-	-	--	-	+	-	+	+	--	--	--	--	+	+	
512	Renewable Energy	Pant Wilkin Stables	N/A	-	0	--	-	--	-	-	+	+	--	--	--	--	-	-	+	
513	Renewable Energy	St Hilary Farm	N/A	-	0	--	-	--	-	--	+	+	--	--	--	-	--	-	+	
516	Renewable Energy	Tregruff	N/A	-	0	--	-	--	-	--	-	+	+	--	--	-	--	-	+	
515	Renewable Energy	Treguff Fach Farm	N/A	-	0	--	-	--	-	--	-	+	+	--	--	--	--	-	+	
577	Renewable Energy	Gigman Barn	N/A	-	0	--	-	--	-	--	-	+	+	--	--	-	-	-	+	
517	Renewable Energy	Ty Draw	N/A	-	0	--	-	--	-	--	-	+	+	--	--	--	--	-	+	
551 SP14.2	Employment	Land at Model Farm	N/A	++	-	-	+	+	-	++	-	+	+	-	-	--	--	-	?	

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
552	Housing	Land off Port Road	160	-	+	--	-	-	-	+	-	+	+	--	--	--	--	+	?	
554	Employment	Land South of Junction 34, M	N/A	++	0	--	-	--	-	--	-	+	+	--	-	--	--	-	?	
544 HG1.2 SP14. 11	Barry Docks (including the Mole)	The Port of Barry	Unclear	+	-	+	++	++	+	++	-	-	+	?	-	--	+	-	?	
N/A	Housing	Land at Higher End	220	+	++	--	+	--	?	+	0	+	+	?	+	?	--	?	-	?
462	Housing	Land at Church Farm, St Athan	250	+	+	--	+	--	?	+	-	+	+	?	+	?	--	?	-	?
N/A	Housing	Former Stadium Site / Land adjacent to Burley Place	65	+	++	--	-	--	-	+	-	+	+	++	+	+	-	-	+	?
352	Housing	Land between new Northern Access Road and Eglwys Brewis Road	375	+	++	--	+	--	-	++	-	+	+	--	+	?	--	?	-	?
459	Housing	Land to the west of Pencoedtre Lane	137	-	++	+	+	-	+	++	-	+	+	?	+	?	--	?	-	?
370	Housing	Land adjoining St Athan Road	130	-	++	++	++	-	-	++	-	+	+	++	+	+	--	-	-	?
553	Housing	Land south of Llandough Hill / Penarth Road	130	+	+	+	++	+	-	++	-	+	+	?	+	?	-	?	-	?
445 HG3.1	Housing	Former Eagleswell Primary School	72	+	++	+	++	-	?	++	-	+	+	++	+	+	?	++	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
493	Housing (Mixed)	Land north of the Railway Line	700	+	++	+	++	+	-	++	-	+	+	?	+	?	-	-	?	
446	Housing (Mixed)	Land at and to the east of Upper Cosmeston Farm	576	-	-	--	++	+	-	++	-	+	+	?	+	?	-	?	?	
359	Housing	Agricultural land to the south of A48	28	-	+	--	-	+	-	+	-	+	+	--	--	?	--	-	?	
374	Housing	Land west of Duffryn Lane	100	-	++	+	-	--	-	+	-	+	+	--	-	?	--	--	?	
355	Housing	Land West of St Brides Road	90	-	+	--	-	--	-	+	0	+	+	?	-	-	-	+	+	
356	Housing	Land east of Pen-Y-Turnpike Road	200	-	--	+	++	--	-	++	-	+	+	?	+	--	-	--	?	
362	Housing	Land at Moat Farm	10	-	+	--	--	--	-	--	-	+	+	?	--	?	--	--	?	
363	Housing	Land forming part of The Beaupre Estate	Unclear	-	+	--	--	--	-	--	-	+	+	--	--	?	?	--	+	
365	Housing	Leckwith Quay	250	-	++	--	+	--	-	-	-	+	+	++	-	+	-	--	?	
368	Housing	Former Cogan Reservoir Site	Unclear	+	+	+	++	+	-	++	-	+	+	++	+	+	-	+	?	
369	Housing	Land South of Cross Common Road	40	-	+	--	+	-	-	++	-	+	+	?	--	--	-	+	?	
373	Housing	Cae Efail, land off Llantwit Road	Unclear	-	+	--	-	--	-	+	0	+	+	?	-	?	-	+	?	
376	Housing	Land West of Swanbridge Road (Phase 3)	260	+	++	--	++	--	-	++	-	+	+	--	+	?	--	?	?	

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
378	Housing	Land North East of Primary School, Peterston-Super-Ely	50	-	+	+	-	-	-	-	0	+	+	-	-	-	-	-	?	
380	Housing	Land at Trepit Road	38	-	+	--	--	--	-	+	0	+	+	?	-	?	-	+	+	?
565	Housing	Land at Nant Canna, Treoes, Option 2	27	-	+	--	--	--	-	-	-	+	+	--	-	?	-	-	-	?
384	Housing	Hayes Lane	Unclear	+	+	--	+	--	+	+	-	+	+	?	+	--	-	+	-	?
385	Housing	Land at Bonvilston	123	-	+	--	--	+	-	+	-	+	+	--	-	?	--	-	-	?
386	Housing	Land at Hazelwood	70	-	+	--	--	--	-	+	-	+	+	--	-	?	--	+	+	?
389	Housing	Land at Three Golden Cups	34	-	+	--	--	--	-	-	-	+	+	--	--	?	--	+	-	?
390	Housing	Land at Lanfair	24	-	+	--	--	--	-	--	-	+	+	?	--	?	-	--	+	?
391	Housing	Land off Wick Road, Ewenny, Option 1	62	-	+	--	--	--	-	+	-	-	+	?	--	?	--	+	+	?
392	Housing	Land at St Nicholas	146	-	++	+	--	--	-	+	-	+	+	--	--	?	-	--	-	?
395	Housing	Glebelands at Llanmaes	53	-	+	--	+	--	-	++	-	+	+	?	--	?	--	+	+	?
397	Housing	Land to the south of The Swallows	55	+	+	--	+	--	-	-	-	+	+	?	--	?	--	-	-	?
398	Housing	Land to north and west of westwinds business park	30	+	+	+	+	--	-	-	0	+	+	?	--	?	-	--	+	?
399	Housing	Land at St Athan	88	+	+	--	+	--	-	+	-	+	+	?	--	?	-	--	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
401	Housing	Land to the west of Fferm Goch House	51	+	+	+	+	-	-	-	+	+	-	-	?	-	-	+	?	
402	Housing	Land adjacent to Llangan Primary School	30	+	+	+	+	-	-	-	0	+	+	?	--	?	-	+	?	
403	Housing	Land east of Llangan	25	+	+	--	+	--	-	-	-	+	+	?	--	?	-	-	?	
404	Housing	Land east of Heol Fain	45	-	+	--	--	--	-	+	0	+	+	?	--	?	-	+	?	
405	Housing	Land at Waun Gron, Ystradwen	27	-	+	--	--	+	-	-	-	+	+	-	--	?	-	+	?	
422	Housing	Land to the northeast of Llancarfan	Unclear	-	+	--	--	--	-	--	-	+	+	--	--	?	--	--	+	?
421	Housing	Land At Manor House	25	-	+	+	--	--	-	+	-	+	+	--	--	?	--	--	-	?
408	Housing	Land at East Aberthaw (North)	10	+	+	--	+	--	-	-	-	+	+	?	--	?	--	+	+	?
409	Housing	Land adjacent to Waterton Lodge	45	-	+	+	--	--	-	-	-	-	+	--	--	?	?	+	+	?
414	Housing	Land to the east of Fonmon Road	120	+	--	--	++	--	-	++	0	+	+	?	--	?	-	?	-	?
417	Housing	Old Dairy Site	50	-	+	--	--	+	-	+	-	+	+	-	--	?	-	--	+	?
418	Housing	Land West of Fonmon Road	156	+	++	--	++	-	-	++	-	+	+	?	-	?	--	?	+	?
419	Housing	Land at The Grange, Pen-Y-Turnpike Road	200	+	--	+	++	-	-	++	-	+	+	+	+	?	--	--	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
423 (W)	Housing	Land North Dinas Powys	245	-	--	-	--	-	-	-	-	+	+	?	+	-	-	-	?	
423 (E)	Housing	Land North Dinas Powys	245	+	--	+	++	-	-	++	-	+	+	?	+	?	-	-	?	
429	Housing	Land at Pen y Turnpike Road	75	+	+	--	+	--	-	+	-	+	+	?	--	--	-	--	?	
430	Housing	Land at Ystradowen	67	-	+	--	--	+	-	-	-	+	+	--	--	?	-	+	+	?
438	Housing	Land to the South of Church Rd	11	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
440	Housing	Land North of Church Road	18	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
442	Housing	Land at Trehill, South of A48	80	-	+	+	--	-	-	+	-	+	+	--	--	?	--	--	+	?
443	Housing	Land at Caerleon Road	150	-	--	++	+	-	0	++	-	+	+	?	+	?	?	?	-	?
447	Housing	Land at Ringwood Crescent	27	+	+	--	+	--	-	+	-	+	+	?	-	?	?	-	-	?
453	Housing	Land to the East of Colwinston	65	-	+	+	--	--	-	--	-	+	--	--	?	--	+	-	?	
454	Housing	Land at Peterston Super Ely	150	-	++	+	--	--	-	-	-	+	+	--	--	--	-	--	-	?
454	Housing	Land at Peterston Super Ely	150	-	++	+	--	--	-	-	-	+	+	--	--	--	-	--	-	?
461	Housing	Land at Bovertton	40	+	+	+	+	-	-	++	-	+	+	?	-	?	--	+	-	?
460	Housing	Land adjoining The Spinney	15	-	+	+	--	-	-	+	-	+	+	-	-	?	--	+	+	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
464	Housing	Land opposite the St David's Church in Wales Primary School	46	-	+	+	-	-	-	-	-	+	+	-	-	?	-	+	+	?
480	Housing	Land at Culverhouse Cross	1085	+	--	--	+	--	-	-	-	+	+	--	-	?	--	--	-	?
481	Housing	Land to the North of Bovertown Road	22	+	+	+	+	-	-	++	-	+	+	?	-	?	--	+	+	?
486	Housing	Land to the South of the A48 at St Nicholas	140	-	++	--	+	--	-	+	-	+	+	--	--	?	-	--	+	?
490	Housing	Land to the north of Pendoylan	35	-	+	+	--	--	-	--	-	+	+	--	-	-	-	--	+	?
495	Housing	Land South West of Sigingstone (Parcel 2)	27	+	+	--	+	--	-	--	-	+	+	--	--	?	-	+	-	?
496	Housing	Land South West of Sigingstone (Parcel 3)	33	+	+	--	+	--	-	--	-	+	+	--	--	?	-	+	+	?
514	Housing	Land East of St.Athan Road.	200	-	++	++	+	+	-	++	-	+	+	--	-	-	-	-	-	?
549	Housing	Land at Peterston Super Ely	350	-	++	--	--	--	-	-	-	+	+	--	-	--	-	--	-	?
549	Housing	Land at Peterston Super Ely	350	-	++	+	++	--	-	+	-	+	+	--	--	--	-	--	-	?
555	Housing	Land off Vale Court, Cowbridge	80	-	+	++	+	+	-	++	-	+	+	--	--	?	-	--	+	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
570	Housing	Land off Wick Road, Ewenny, Option 2	54	-	+	-	-	-	-	+	-	-	+	?	-	?	-	+	?	
571	Housing	Land off Wick Road, Ewenny, Option 3	33	-	+	--	--	--	-	+	-	-	+	?	--	?	-	+	?	
383	Housing	Land at Nant Canna, Treoed, Option 1	54	-	+	--	--	--	-	-	-	+	+	--	-	?	-	--	-	?
366 HG1.8	Housing	Land South of Clive Road, St Athan	52	+	+	--	-	--	-	+	0	+	+	?	--	?	-	--	+	?
427 (KS3)	Housing (mixed)	Land at Readers Way	520	+	--	+	++	--	-	++	-	+	+	?	--	?	--	+	-	?
456 (KS5)	Housing (mixed)	Land West of St Athan	600	+	++	--	+	--	?	+	0	+	+	?	--	?	--	?	-	?
487 HG1.4	Housing	Land at Neptune Road, Barry Waterfront	40	+	+	--	++	+	?	++	-	+	+	?	+	?	-	+	-	?
KS4	Housing	Land at Church Farm, St Athan	550	+	++	+	+	--	?	+	-	+	+	?	--	?	--	?	-	?
HG1.7	Housing	Former Stadium Site / Land adjacent to Burley Place, St. Athan	80	+	+	--	-	--	-	+	-	+	+	?	--	?	-	-	+	?
HG1.5	Housing	Land between new Northern Access Road and Eglwys Brewis Road	235	+	++	--	+	--	-	++	-	+	+	-	--	?	--	?	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
HG1.1	Housing	Land to the west of Pencoedtre Lane	135	-	++	+	+	-	+	++	-	+	+	?	--	-	?	-	?	
HG1.6	Housing	Land adjoining St Athan Road, Cowbridge	105	--	++	++	++	--	-	++	-	+	+	-	--	?	--	-	?	
HG1.9	Housing	Mixed - Land north of the Railway Line, Rhoose	339	+	++	+	--	+	-	++	-	+	+	?	--	?	--	?	-	?
HG1.3	Housing	Hayes Lane	70	+	+	--	-	--	+	+	-	+	+	?	+	-	-	+	-	?
398 HG4.4	Housing	Land to north and west of westwinds business park, Llangan	25	+	+	+	-	--	-	-	0	+	+	?	--	?	-	--	+	?
404 HG4.3	Housing	Land east of Heol Fain, Wick	50	--	+	+	+	--	-	++	0	+	+	?	--	?	-	+	-	?
453 HG4.1	Housing (mixed)	Land to the East of Colwinston	25	--	++	+	-	--	-	--	-	-	+	-	--	?	--	?	-	?
2299 HG4.2	Affordable housing led	Land to the west of Maendy Road, Aberthin/Tir i'r gorllewin o Maendy Road, Aberthin	25	--	+	+	-	--	-	-	-	+	+	-	--	?	-	--	-	?
4490 (KS1)	Housing	Land at Weycock Cross	376	+	--	+	+	--	-	++	-	+	+	?	--	-	-	-	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
4440 (KS2)	Housing	Land north of Dinas Powys	250	-	--	+	++	-	-	++	-	+	+	?	+	-	-	-	?	
2158	Employment, Community Uses, Retail	Land North of the B4265 and South of the Railway Line, St Athan/Tir i'r gogledd o'r B4265 ac i'r de o'r Llinell Drenau, Sain Tathan	N/A	++	0	--	-	-	?	+	-	+	+	-	-	-	+	-	?	
2299	Affordable Housing Led	Land to the west of Maendy Road, Aberthin/Tir i'r gorllewin o Maendy Road, Aberthin	25	-	+	+	-	-	-	-	-	+	+	-	-	-	-	-	?	
2524	Housing	The Knole, Pen-Y-Turnpike Road/Y Knole, Pen-y-Turnpike Road	48	-	+	-	+	--	-	+	-	+	+	?	+	-	-	+	?	
2782	Affordable Housing Led	Pantiles Field, Colwinston/Pantiles Field, Tregolwyn	25	-	+	+	-	--	-	--	-	-	+	-	--	?	?	+	?	
2804	Mixed Uses	Land Off Millennium Way, Barry (Option A - Housing and Commercial)/Tir oddi ar Ffordd y	250	++	++	-	++	+	+	++	-	+	+	?	+	?	--	?	-	?

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
		Mileniwm, Y Barri (Opsiwn A - Tai a Masnachol)																		
2819	Mixed Uses	Cogan Railway Station and Adjoining Land/Gorsaf Drenau Cogan a thir cyfagos	N/A	++	0	++	+	+	-	++	-	+	+	?	+	?	-	+	?	
3840	Housing	Holms Farm, Pen-Y-Turnpike Road/Fferm Holms, Pen-Y-Turnpike Road	N/A	+	--	++	+	-	-	++	-	+	+	?	+	?	-	--	?	
4070	Housing	Land Off Millennium Way, Barry (Option B - Housing)/Tir oddi ar Ffordd y Mileniwm, Y Barri (Opsiwn B - Tai)	339	+	++	-	++	+	+	++	-	+	+	?	+	?	-	?	?	
3867	Housing Led Mixed Use	Land at Bridge House Farm (Option B - Housing and Retail)/Tir yn Fferm Bridge House (Opsiwn B - Tai a Masnachol)	120	+	++	-	+	--	-	++	-	+	+	?	--	?	--	?	?	

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
3838	Housing	Land at Bridge House Farm (Option A - Housing)/Tir yn Ffwrn Bridge House (Opsiwn A - Tai)	145	+	++	-	+	-	-	++	-	+	+	?	-	?	-	?	?	
SP14.1	Employment	Land east of Cardiff Airport	N/A	++	0	--	+	-	-	++	-	+	+	?	-	-	+	-	?	
	Gypsy and Traveller Site	Land at Old Brocastle Quarry	N/A	-	0	-	-	--	-	-	0	-	+	-	--	?	?	--	-	?
SP9.1	Gypsy and Traveller Site	Land East of Llangan Village	N/A	+	0	-	-	--	-	-	-	+	+	?	-	?	?	--	-	?

