MID GLAMORGAN COUNTY STRUCTURE

REPLACEMENT STRUCTURE PLAN 1991-2006

PROPOSED CHANGES TO THE DEPOSITED PLAN
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PROPOSED CHANGES TO THE DEPOSITED PLAN

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Chief Executive.

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County Planning Officer.

DECEMBER 1994
NOTE.

Proposed Changes to the Written Statement and Explanatory Memorandum of the Deposited Version of the Replacement Structure Plan are underlined in this document.
MID GLAMORGAN REPLACEMENT STRUCTURE PLAN 1991-2006

PROPOSED CHANGES TO THE DEPOSITED PLAN

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EMPLOYMENT AND INDUSTRY

E1 THE REDEVELOPMENT OF UNDER-USED, VACANT OR POTENTIALLY REDUNDANT SITES FOR B1, B2 AND B8 USES, WILL BE PERMITTED, SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - AND THE MAINTENANCE OF LOCAL AMENITY.

E2 THE CONVERSION OF SUITABLE BUILDINGS IN URBAN AREAS FOR BUSINESS USES (B1) WILL BE PERMITTED SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - COMPATIBILITY WITH THE STRUCTURE AND SIGNIFICANCE OF THE BUILDING, AND THE MAINTENANCE OF LOCAL AMENITY.

E3 WHERE POSSIBLE LAND ADJACENT TO EXISTING INDUSTRIAL PREMISES WILL BE RELEASED TO ACCOMMODATE EXPANSION SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - THE CONSERVATION OF THE ENVIRONMENT, AND THE MAINTENANCE OF LOCAL AMENITY.

E4 LAND WILL BE MADE AVAILABLE TO PROVIDE A SUITABLE RANGE OF SITES FOR B1, B2 AND B8 USES, TO ACCOMMODATE THE ANTICIPATED INDUSTRIAL LAND COMMERCIAL NEEDS OF THE COUNTY OVER THE PLAN PERIOD, AS FOLLOWS:-

<table>
<thead>
<tr>
<th>DISTRICT</th>
<th>HECTARES</th>
</tr>
</thead>
<tbody>
<tr>
<td>CYNON VALLEY</td>
<td>95</td>
</tr>
<tr>
<td>MERTHYR TYDFIL</td>
<td>40</td>
</tr>
<tr>
<td>RGWR</td>
<td>190</td>
</tr>
<tr>
<td>RHONDDA</td>
<td>15</td>
</tr>
<tr>
<td>RHYMNEY</td>
<td>130</td>
</tr>
<tr>
<td>TAFF ELY</td>
<td>170</td>
</tr>
<tr>
<td>NATIONAL PARK</td>
<td>0</td>
</tr>
<tr>
<td>MID GLAMORGAN</td>
<td>640</td>
</tr>
</tbody>
</table>

A LAND BANK COMPRISING A RANGE OF SITES, NORMALLY DERIVED FROM THIS ALLOCATION, AND WHICH CAN BE DEVELOPED WITHIN ONE YEAR, WILL BE MAINTAINED IN EACH DISTRICT.

E5 IN ADDITION TO LAND IDENTIFIED IN POLICY E4, SITES WITH GOOD ACCESS TO THE M4, A465 AND A470 WILL BE RESERVED FOR SPECIAL EMPLOYMENT PURPOSES AND WILL BE REQUIRED TO BE DEVELOPED TO A HIGH STANDARD. SITES CURRENTLY CONSIDERED SUITABLE FOR THIS PURPOSE ARE:

<table>
<thead>
<tr>
<th>SITE</th>
<th>ACCEPTABLE DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MID GLAMORGAN SCIENCE PARK</td>
<td>B1 USES, HIGH TECHNOLOGY INDUSTRY, COMPATIBLE B2 USES SPECIFICALLY REQUIRING LOCATION AT THE SITE</td>
</tr>
<tr>
<td>M4 JUNCTION 34 MISKIN MANOR</td>
<td>B1, HOTEL OR OTHER LEISURE USES SUBJECT TO THE CONSERVATION OF THE HISTORIC BUILDINGS AND PARKLAND</td>
</tr>
<tr>
<td>ABERCYNON</td>
<td>B1 USES, MOTOR SERVICES, HOTEL, RESTAURANT</td>
</tr>
<tr>
<td>ABERCYNON COLLIERY</td>
<td>INNOVATION CENTRE, B1 USES</td>
</tr>
<tr>
<td>RHYDYCAR, MERTHYR</td>
<td>B1 USES</td>
</tr>
<tr>
<td>SONY SITE (PHASE 2), PENCOED</td>
<td>SONY RELATED B1 USES</td>
</tr>
</tbody>
</table>
WHERE POSSIBLE LAND WILL BE PROVIDED, IN SUITABLE LOCATIONS, TO ACCOMMODATE ANY LOCALLY DISPLACED NON-CONFORMING USE SUBJECT TO COMPATIBILITY WITH RELEVANT LOCAL PLAN POLICIES.

INDUSTRIES WHICH EMIT POLLUTANTS WILL ONLY BE PERMITTED WHERE EMISSIONS CAN BE MONITORED AND CONTROLLED ADEQUATELY. WHERE NECESSARY THE LOCAL AUTHORITY MAY ESTABLISH A MINIMUM SEPARATION ZONE AROUND PERMITTED OR EXISTING PREMISES, WITHIN WHICH NEW DEVELOPMENT OTHER THAN THAT ANCILLARY TO THE INSTALLATION WILL NOT BE PERMITTED.

THE DEVELOPMENT OF LAND FOR INDUSTRIES WHICH IMPORT, STORE, MANUFACTURE, INCINERATE, DISPOSE OF OR DISTRIBUTE HAZARDOUS SUBSTANCES WHICH ARE A POTENTIAL THREAT TO PEOPLE, PROPERTY OR THE ENVIRONMENT WILL NOT BE PERMITTED. WHERE SUCH DEVELOPMENT IS ALREADY IN EXISTENCE THE LOCAL PLAN WILL IDENTIFY A MINIMUM SEPARATION ZONE AROUND THE SITE, WITHIN WHICH NEW DEVELOPMENT OTHER THAN THAT ANCILLARY TO THE INSTALLATION WILL NOT BE PERMITTED.

DEVELOPMENT PROPOSALS FOR THE UNIVERSITY OF GLAMORGAN WHICH:

1. ENHANCE THE EDUCATIONAL OR ANCILLARY FACILITIES AND/OR THE ENVIRONMENT OF THE EXISTING CAMPUS AREA.
2. SEEK ADDITIONAL SITES FOR EDUCATIONAL OR ANCILLARY PURPOSES
3. SEEK TO RE-LOCATE THE EXISTING CAMPUS.

WILL BE FAVOURED SUBJECT TO THE MAINTENANCE OF LOCAL RESIDENTIAL AMENITY, THE CONSERVATION OF THE ENVIRONMENT AND TRANSPORTATION CONSIDERATIONS. ANY PROPOSAL INVOLVING THE RELOCATION OF THE CAMPUS SHOULD DEMONSTRATE THAT A BENEFICIAL AFTER USE WILL BE ESTABLISHED FOR THE EXISTING SITE.
HOUSING

H1  SUFFICIENT LAND SHOULD BE MADE AVAILABLE BETWEEN 1991 AND 2006 TO ACCOMMODATE THE DWELLING NEEDS OF THE POPULATION. THESE ARE ESTIMATED TO BE:

- CYNON VALLEY: 2500 dwellings
- MERThYR TYDFIL: 2600
- OGWR: 7100
- RHONDDA: 1800
- RHYMNEY VALLEY: 5800
- TAF ELY: 7500
- BRECON BEACONS NATIONAL PARK: 50
- MID GLAMORGAN: 27350

THE DWELLING NEEDS OF THE POPULATION AND THE RATE OF HOUSING COMPLETIONS WILL BE MONITORED TO ENSURE THAT AT LEAST A 5 YEAR SUPPLY OF HOUSING LAND IS GENUINELY AVAILABLE AND MAINTAINED IN EACH DISTRICT.

H2  THE PROVISION OF ADDITIONAL LAND FOR NEW HOUSING BEYOND THE REQUIREMENTS OF H1, ON GREENFIELD SITES IN THE COUNTRYSIDE OUTSIDE SETTLEMENT AREAS AS DEFINED IN LOCAL PLANS, WILL ONLY BE PERMITTED WHERE:

1. IT IS CONSIDERED NECESSARY TO PROVIDE FOR PARTICULAR IDENTIFIABLE NEEDS (INCLUDING AFFORDABLE HOUSING, HOUSING FOR SENIOR MANAGEMENT AND FOR FORESTRY AND AGRICULTURAL WORKERS), OR THE PROPOSAL REPRESENTS LIMITED INFILLING OR SMALL SCALE ROUNDING OFF OF SETTLEMENTS UP TO LOGICAL BOUNDARIES, AND
2. THE PROPOSAL IS ACCEPTABLE IN TERMS OF TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - THE CONSERVATION OF THE ENVIRONMENT, AND THE PROVISION OF UTILITY SERVICES, AND
3. THE PROPOSAL DOES NOT LEAD TO THE COALESCEANCE OF SETTLEMENTS OR REPRESENT SPORADIC OR RIBBON DEVELOPMENT

H3  PROPOSALS FOR RESIDENTIAL DEVELOPMENT ON SITES WITHIN SETTLEMENT AREAS AS DEFINED IN LOCAL PLANS, WILL BE PERMITTED WHERE THIS INVOLVES:

1. NEW RESIDENTIAL DEVELOPMENT ON DERELICT, UNDEVELOPMENT, POTENTIALLY REDUNDANT OR UNDER-USED LAND WHERE THIS DOES NOT CONFLICT WITH USES IDENTIFIED IN LOCAL PLANS OR THE RESTORATION AND CONVERSION TO RESIDENTIAL USE OF SUITABLE BUILDINGS, INCLUDING VACANT FLOORSPACE ABOVE RETAIL UNITS, PROVIDING THE PROPOSALS ARE CONSISTENT WITH THE SCALE AND NATURE OF THE EXISTING BUILDINGS, AND
2. THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - THE CONSERVATION OF THE ENVIRONMENT AND THE MAINTENANCE OF LOCAL AMENITY.

H4  HOUSING PROPOSALS WILL NOT NORMALLY BE PERMITTED WHICH INVOLVE:

- HOUSING DENSITIES WHICH ARE OUT OF CHARACTER WITH THOSE OF ADJOINING RESIDENTIAL AREAS, OR
• INSENSITIVE OR INAPPROPRIATE INFILLING WITHIN OR ADJOINING EXISTING RESIDENTIAL AREAS.

PROPOSALS FOR DEVELOPMENT ON SITES DEVELOPED FOR INSTITUTIONAL USES IN COUNTRYSIDE LOCATIONS WILL ONLY BE PERMITTED WHERE

1. THE FORM, BULK AND GENERAL DESIGN OF BUILDINGS AND LANDSCAPES ON THE SITE ARE RETAINED, WHERE BUILDINGS OR GARDENS OF ARCHITECTURAL OR HISTORIC MERIT ARE INVOLVED OR WHERE EXISTING BUILDINGS OR PART OF THEM ARE UNSUITABLE FOR CONVERSION, ANY PROPOSED REDEVELOPMENT SHOULD NOT RESULT IN A MAJOR INCREASE OF THE GROSS FLOOR AREA OF THE EXISTING DEVELOPED AREA OF THE SITE.

AND

2. THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS, AND THE CONSERVATION OF THE ENVIRONMENT.
ENVIRONMENT

EV1 DEVELOPMENT IN THE COUNTRYSIDE WILL NOT BE PERMITTED EXCEPT FOR THAT IN THE INTERESTS OF AGRICULTURE AND FORESTRY, COUNTRYSIDE LEISURE, THE PROVISION OF HOUSING FOR SPECIAL NEEDS OR THE LIMITED INFILL AND ROUNDOFF OF SETTLEMENTS, THE CONVERSION OF RURAL BUILDINGS, CONVERSIONS/REDEVELOPMENT OF SITES USED FOR INSTITUTIONAL PURPOSES, MINERALS, LAND RECLAMATION, TRANSPORTATION OR UTILITY SERVICES.

EV2 DEVELOPMENT WHICH IS LIKELY TO LEAD TO THE LOSS OF AGRICULTURAL LAND OF GRADE 3A AND ABOVE WILL NOT NORMALLY BE PERMITTED. WHERE THE LOSS OF SUCH LAND IS INVOLVED DEVELOPMENT SHOULD TAKE PLACE ON THE LOWEST POSSIBLE GRADES OF SUITABLE LAND SUBJECT TO ENVIRONMENTAL CONSERVATION INTERESTS, WHILE THE PROPOSAL SHOULD NOT BE LIKELY TO LEAD TO THE LOSS OF THE FARM UNIT.

EV3 THE CONVERSION OF EXISTING RURAL BUILDINGS IN THE COUNTRYSIDE WILL NORMALLY BE PERMITTED WHERE THE FOLLOWING CRITERIA ARE SATISFIED.

- THE BUILDINGS ARE STRUCTURALLY SOUND OR CAPABLE OF BEING MADE SO WITHOUT SUBSTANTIAL EXTERNAL ALTERATION, OR RECONSTRUCTION
- THE FORM, BULK AND GENERAL DESIGN OF THE BUILDINGS IS RESPECTED, AND IMPROVED WHERE NECESSARY, AND THE PROPOSAL IS IN SCALE AND SYMPATHY WITH THE SURROUNDING LANDSCAPE
- THE PROPOSED USE IS COMPATIBLE WITH SURROUNDING RURAL LAND USES
- THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, INCLUDING ACCESS, TRAFFIC GENERATION AND PARKING.
- ADVERSE EFFECTS ON NATURE CONSERVATION INTERESTS HAVE BEEN MINIMISED.

EV4 DEVELOPMENT IN AREAS OF HIGH LANDSCAPE VALUE WILL BE CONSIDERED AS FOLLOWS:

1. DEVELOPMENT WHICH WOULD RESULT IN UNACCEPTABLE VISUAL INTRUSION TO VISUAL INTRUSION ON THE NATIONAL PARK AND THE GLAMORGAN HERITAGE COAST WILL NOT BE PERMITTED.
2. DEVELOPMENT WHICH WOULD LEAD TO VISUAL INTRUSION ON THE LANDSCAPE OF SPECIAL LANDSCAPE AREAS WILL ONLY BE PERMITTED WHERE SUITABLE MEASURES CAN BE TAKEN TO REDUCE SUCH EFFECTS TO ACCEPTABLE LEVELS. SPECIAL LANDSCAPE AREAS WILL INCLUDE AREAS OF STRATEGIC IMPORTANCE (NAMELY THE COAL FIELD PLATEAU AND VALLEY SIDES, AND THE CAERPHILLY MOUNTAIN AREA), AND OTHER AREAS OF LOCAL LANDSCAPE IMPORTANCE, AND WILL BE DEFINED IN LOCAL PLANS.

EV5 DEVELOPMENTS AFFECTING SITES RECOGNISED AS IMPORTANT FOR NATURE CONSERVATION WILL BE CONSIDERED AS FOLLOWS:

1. DEVELOPMENT ON OR IN THE VICINITY OF NATIONALLY OR INTERNATIONALLY RECOGNISED SITES FOR NATURE CONSERVATION (INCLUDING MAJOR SITES OF SPECIAL SCIENTIFIC INTEREST AND NATIONAL NATURE RESERVES), WHICH IS LIKELY TO LEAD TO THEIR DESTRUCTION OR DAMAGE WILL NOT BE PERMITTED.
2. DEVELOPMENT WHICH WOULD DESTROY OR DAMAGE SITES OF STRATEGIC OR LOCAL IMPORTANCE FOR NATURE CONSERVATION AS DEFINED IN LOCAL PLANS (INCLUDING REGIONALLY IMPORTANT GEOMORPHOLOGICAL AND GEOLOGICAL SITES (RIG'S), ANCIENT AND ANCIENT SEMI-NATURAL WOODLANDS AND LOCAL NATURE RESERVES) WILL ONLY BE PERMITTED WHERE SUITABLE MEASURES CAN BE TAKEN TO ENSURE THE SURVIVAL OF HABITATS, SPECIES OR FEATURES.

EV6 BEFORE A DEVELOPMENT IS APPROVED WHICH DISTURBS OR DESTROYS A SITE IMPORTANT FOR NATURE CONSERVATION, PROVISION SHOULD BE MADE BY THE APPLICANT FOR
1. A detailed evaluation of the nature conservation value of the site and
2. the protection of habitats, species or features within the site or
3. where this is not possible the establishment of a suitable replacement site.

**EV7** Proposals for the enhancement of existing sites of importance for nature conservation will be favoured.

**EV8** The continued improvement of the appearance of river banks and where possible the improvement of recreational access to rivers will be favoured, whilst ensuring that important habitats are avoided or not affected adversely, and opportunities are taken to improve their value for wildlife.

**EV9** Environmental improvement schemes to maintain and enhance the quality of the built and historic environment will be favoured.

**EV10** Development on or within major sites or features of the built and historic environment will be considered as follows:-

1. development which is likely to destroy or damage the existing character of archaeological sites or ancient monuments of national importance, and single or groups of buildings designated as being of special architectural or historic interest (including listed buildings) - will not be permitted.

2. development which fails to preserve, maintain or enhance, where possible, the existing character of other single or groups of buildings, conservation areas or other features recognised as being of local architectural or historic interest in local plans (such as other identified buildings and historic parks, gardens and landscapes) - will not normally be permitted.

3. development which is likely to destroy or damage the existing character of other archaeological sites or ancient monuments - will not normally be permitted.

**EV11** policy deleted

**EV12** Before a development is approved which is likely to destroys or damages the existing character of archaeological sites and ancient monuments, provision should be made for

1. an early archaeological/architectural evaluation of the site and
2. its preservation in situ or
3. where this is not possible the excavation, and/or recording of the site and the rescue of important artefacts.

**EV13** Development (including the raising of land), which would be at direct risk from flooding, or be likely to increase the risk of flooding elsewhere - will not be permitted.

**EV14** Proposals for the protection and maintenance of native broadleaved trees, woodlands (including ancient woodlands and ancient semi-natural woodlands) and hedgerows, and proposals for the planting of native species - will be favoured, except where these would result in unacceptable conflict with nature conservation interests.
NEW AFFORESTATION PROPOSALS WILL BE FAVOURED WHERE THEY COMPLY WITH THE FOLLOWING:

- THE QUALITY OF THE ENVIRONMENT IS MAINTAINED OR ENHANCED. PARTICULARLY WITH REGARD TO THE PROTECTION OF HIGH QUALITY AGRICULTURAL LAND, IMPORTANT LANDSCAPES, SITES IMPORTANT TO NATURE CONSERVATION AND FEATURES OF THE BUILT AND HISTORIC ENVIRONMENT.
- LOCAL RECREATIONAL USE, AMENITY AND RIGHTS OF WAY ARE MAINTAINED OR ENHANCED.
- WATER QUALITY AND SUPPLIES ARE MAINTAINED, AND IN PARTICULAR ACIDIFICATION IS AVOIDED.
TRANSPORTATION

T1 THE EARLY IMPLEMENTATION WILL BE SOUGHT FOR THE IMPROVEMENTS TO THE TRUNK ROAD SYSTEM AS SET OUT IN ROADS IN WALES 1994 REVIEW, NAMELY:

(i) A470(T) STAGE 5; PENTREBACH - CEFN COED
(ii) A465(T) DUALLING; ABERGAVENNY - HIRWAUN
(iii) A4060 DUALLING (PHASE 3); MOUNTAIN HARE - DOWLAI S TOP
(iv) A470(T); CORYTON - PONTYPRIDD

T2 THE FOLLOWING MAJOR IMPROVEMENTS TO THE COUNTY HIGHWAY NETWORK WILL BE IMPLEMENTED

PHASE I (PROGRAMMED)

A4061 BRIDGENG CROSS VALLEY LINK
A4102 MERTHYR TYDFIL WESTERN RELIEF ROAD
A4058 PORTH/LOWER RHONDDA FACH RELIEF ROAD
A469 BARGOED BYPASS
A473 CHURCH VILLAGE BYPASS
A4229 - M4 PORTHCAWL APPROACH ROAD
A469 CAERPHILLY WESTERN BYPASS
A4061 BRIDGENG NORTHERN DISTRIBUTOR ROAD

PHASE II

A468 BEDWAS AND MACHEM BYPASS
A4061 BRYNCETHIN BYPASS
A473 - M4 CAPEL LLANILLTERN LINK
B4273 CILFYNYDD CROSS VALLEY LINK
A4233 CYMMER HILL RELIEF ROAD
A4058 GELLI/TREORCHY RELIEF ROAD
A473 LLANHARAN BYPASS
A4063 MAESTEG RELIEF ROAD
A4059 MOUNTAIN ASH BYPASS
A469 UPPER RHYMNEY VALLEY RELIEF ROAD
A4233 UPPER RHONDDA FACH RELIEF ROAD
A4119 YNYSMAERDY-TALBOT GREEN RELIEF ROAD

PHASE III

A468 CAERPHILLY NORTHERN BYPASS - DUALLING
A473 TALBOT GREEN BYPASS - DUALLING
A4272 MAESYCWMMER TO YSTRAD MYNACH - DUALLING

T3 MINOR ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT SCHEMES WILL BE IMPLEMENTED, WHERE THEY IMPROVE OR PROMOTE

(i) ROAD SAFETY
(ii) PUBLIC TRANSPORT OPERATIONS
(iii) URBAN RENEWAL
(iv) ECONOMIC DEVELOPMENT
(v) THE ENVIRONMENT
(vi) THE FLOW OF TRAFFIC
THE NETWORK OF BUS SERVICES WILL BE IMPROVED BY:

1. THE PROVISION AND IMPROVEMENT OF BUS TERMINAL AND SUPPORTING FACILITIES SUCH AS BUS STATIONS, TURNING CIRCLES, LAYBYS, BUS STOPS AND BUS LANES AND OTHER BUS PRIORITY MEASURES.

2. THE DESIGN OF NEW DEVELOPMENT SO AS TO PERMIT THE FREE AND EFFICIENT MOVEMENT OF BUSES.

3. ENSURING THAT WHERE PRACTICABLE THE LOCATION OF COMMUNITY FACILITIES ESPECIALLY THOSE FOR THE ELDERLY, ARE ADJACENT TO BUS ROUTES.

4. THE PROVISION OF PARK AND RIDE FACILITIES FOR BUS SERVICES WHERE APPROPRIATE, INCLUDING THE PROTECTION OF LAND FOR POTENTIAL FUTURE SITES.

delete criterion 5

THE NETWORK OF PASSENGER RAIL SERVICES WILL BE DEVELOPED BY:-

1. ASSISTING WITH THE PROVISION OF NEW TRACK, STATIONS AND SIGNALLING.

2. THE PROVISION OF PARK AND RIDE FACILITIES.

3. THE PROVISION OF BUS/RAIL INTERCHANGE FACILITIES.

4. THE PROVISION OF RAIL FEEDER BUS SERVICES.

5. THE PROVISION OF IMPROVED PEDESTRIAN ROUTES TO STATIONS.

delete former criterion 6

6. FAVOURING DEVELOPMENT IN CLOSE PROXIMITY TO RAILWAY STATIONS.

DEVELOPMENT WHICH INHIBITS THE REOPENING OF REDUNDANT RAILWAY LINES OR THEIR ALTERNATIVE USE AS ROADS OR CYCLEWAYS WILL NOT BE PERMITTED.

THE PROVISION OF NEW RAIL FREIGHT SERVICES AND FACILITIES TOGETHER WITH THE SITING OF SUITABLE INDUSTRIES CLOSE TO RAIL INFRASTRUCTURE, WILL BE FAVOURED.

THE ENVIRONMENT WILL BE PROTECTED AND IMPROVED BY THE FOLLOWING TRANSPORTATION MEASURES

1. REDUCING TO ACCEPTABLE LEVELS THE ADVERSE EFFECTS OF ROAD TRAFFIC POLLUTION ON PEOPLE AND PROPERTY IN TOWN CENTRES AND RESIDENTIAL AREAS.

2. DESIGNING NEW SCHEMES TO MINIMISE LAND SEVERANCE AND THE DEMOLITION OF PROPERTY.

3. REDUCING TO ACCEPTABLE LEVELS VISUAL INTRUSION AND NOISE BY LANDSCAPING TO PROVIDE AN ATTRACTIVE ENVIRONMENT PARTICULARLY ALONG MAJOR ROUTES.

4. CONTROLLING ROAD TRAFFIC INCLUDING THE SEGREGATION OF PEDESTRIANS AND VEHICLES THEREBY ENABLING THE PEDESTRIANISATION OF STREETS TO BE INTRODUCED IN SHOPPING AREAS.

5. FAVOURING THE INTRODUCTION OF STREET FURNITURE, TREE PLANTING, THE WIDENING OF FOOTWAYS, ETC IN TOWN CENTRES.

6. INTRODUCING TRAFFIC CALMING MEASURES.
7. REDUCING TRAFFIC ON MINOR ROADS IN TOWN CENTRES, IN CONSERVATION AREAS, IN THE NATIONAL PARK AND IN OTHER AREAS OF LANDSCAPE AND CONSERVATION IMPORTANCE.

8. DEVELOPING PUBLIC TRANSPORT FACILITIES.

9. DEVELOPING FACILITIES TO ASSIST WALKING AND CYCLING.

T9 DEVELOPMENT WILL BE FAVOURED WHICH CAN BE DEMONSTRATED TO REDUCE THE LENGTH OF CAR-BORNE JOURNEYS TO WORK IN THE AREA, OR INCREASE THE RANGE OF OPPORTUNITIES FOR THE USE OF PUBLIC TRANSPORT, WHERE THIS IS COMPATIBLE WITH THE CONSERVATION OF THE ENVIRONMENT.

T10 DEVELOPMENT ADJACENT TO HIGHWAYS WILL BE CONTROLLED IN ACCORDANCE WITH CRITERIA RELATING TO ACCESS, ROAD SAFETY, PEDESTRIANS, TRAFFIC GENERATION, PARKING, ROAD LAYOUT, BUS TRANSPORT AND ENVIRONMENTAL ENHANCEMENT. THESE CRITERIA WILL PLACE PARTICULAR EMPHASIS ON THE PROTECTION OF THE MAJOR ROUTE NETWORK.

T11 WHERE PROPOSED DEVELOPMENTS WOULD CREATE OR EXACERBATE PROBLEMS ON THE ROAD SYSTEM THE DEVELOPER WILL BE REQUIRED TO MAKE PROVISION FOR THE RESOLUTION OF SUCH PROBLEMS.

T12 NEW ROADS WITHIN PRIVATE DEVELOPMENTS SHALL BE BUILT TO A STANDARD ACCEPTABLE TO THE HIGHWAY AUTHORITY AND BE OFFERED FOR ADOPTION.

T13 OFF STREET CAR PARKS WILL BE PROVIDED TO ASSIST THE VITALITY AND VIABILITY OF TOWN CENTRES.

T14 ALL NEW DEVELOPMENT, REDEVELOPMENT OR CHANGES OF USE SHOULD INCLUDE APPROPRIATE OPERATIONAL AND NON-OPERATIONAL PARKING PROVISIONS ACCORDING TO THE LAND USE, DENSITY AND LOCATION PROPOSED. WHERE APPROPRIATE DEVELOPERS IN TOWN CENTRES WILL BE REQUIRED TO MAKE A CONTRIBUTION TOWARDS THE PROVISION OF NON-OPERATIONAL PARKING OUTSIDE THE CURTILAGE OF THE DEVELOPMENT.

T15 MEASURES WILL BE ADOPTED TO REDUCE CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAFFIC, PARTICULARLY WHERE PEDESTRIAN DENSITIES ARE HIGH.

T16 SUITABLE PROVISION WILL BE MADE FOR THE NEEDS OF CYCLISTS:

1. BY THE DEVELOPMENT AND IMPROVEMENT OF CYCLE ROUTES

2. IN THE DESIGN AND IMPROVEMENT OF ROADS AND JUNCTIONS.

3. ON THE EXISTING HIGHWAY NETWORK, PARTICULARLY TO LINK RECREATIONAL ROUTES, TOWN CENTRES, RESIDENTIAL AREAS AND PLACES OF WORK.
DERELICT AND CONTAMINATED LAND

D1 All identified derelict land will be subject to treatment appropriate to the condition and nature of the site and proposed after uses, during the plan period.

D2 Each reclamation scheme will normally require a development brief to be prepared and, where additional detailed land use policies are necessary, approved as supplementary planning guidance to the development plan.

D3 Land use will be monitored on completed sites which are to be retained in public ownership after the expiry of derelict land grant aid, and any necessary action to ensure their continued benefit to the community will be taken.

D4 Before redevelopment proposals are approved on sites which are considered to be potentially contaminated, investigations must be undertaken by the applicant to establish whether contamination exists and if so to determine the appropriate treatment.

D5 Where a derelict site contains features of nature conservation, geological, architectural, historic or industrial archaeological, or other special interest, the protection and enhancement of those features, will be taken into account in the design and implementation of the reclamation scheme, and the consideration of subsequent redevelopment proposals.

D6 In each reclamation scheme, restoration should be undertaken so as to conserve or replace areas of nature conservation interest, or to create new habitats, wherever this is compatible with the proposed after-uses of the site.

D7 Development which would prejudice the comprehensive reclamation of derelict land will not be permitted.
**MINERALS**

**MIN1** PROPOSALS FOR MINERAL EXTRACTION AND ASSOCIATED DEVELOPMENT WILL ONLY BE PERMITTED WHERE:

- MEASURES CAN BE TAKEN TO REDUCE DAMAGE OR DISTURBANCE TO THE ENVIRONMENT TO ACCEPTABLE LEVELS.
- POLLUTION OR DISTURBANCE OF WATER SUPPLY AND DRAINAGE ARE UNLIKELY TO RESULT FROM THE PROPOSAL.
- MEASURES CAN BE TAKEN TO REDUCE DAMAGE OR DISTURBANCE TO NEIGHBOURING LAND USES TO ACCEPTABLE LEVELS, INCLUDING THE EFFECTS OF EXCESSIVE NOISE, DUST, VIBRATION AND OTHER DISRUPTIVE INFLUENCES, ARISING FROM THE METHODS OF WORKING OR THE DURATION OF THE DEVELOPMENT.
- THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, PARTICULARLY TRAFFIC GENERATION TO AND FROM THE SITE, AND ACCESS.
- THERE ARE POTENTIAL BENEFITS TO THE LOCAL ECONOMY, PARTICULARLY IN TERMS OF CONTINUED OR ADDITIONAL EMPLOYMENT.
- PROPOSALS FOR RESTORATION, AFTERCARE AND BENEFICIAL AFTER-USE ARE SUITABLE.
- THE PROPOSAL IS UNLIKELY TO REDUCE THE STABILITY OF ADJOINING LAND.
- THE POTENTIAL IMPACT OF UNSTABLE LAND ON OR IN THE VICINITY OF THE SITE OF THE PROPOSAL IS ACCEPTABLE.

**MIN2** PROPOSALS FOR OPEN PIT MINERAL WORKING WILL ONLY BE PERMITTED SUBJECT TO POLICY MIN1 AND WHERE:

- DISTURBANCES CAUSED BY METHODS OF EXTRACTION, PARTICULARLY THE EXTENT OF ANY BLASTING, ARE LIKELY TO BE EXCESSIVE.
- DEPTH OF WORKING AND PHASING OF OPERATIONS DO NOT PREJUDICE SITE RESTORATION AND BENEFICIAL AFTER USE.
- THE LEVEL OF ANNUAL OUTPUT AND SCALE OF WORKING OF OPERATIONS ARE UNLIKELY TO LEAD TO UNACCEPTABLE DISRUPTIVE EFFECTS ON THE LOCAL COMMUNITY.
- SUITABLE MEASURES ARE PROPOSED TO TAKE ACCOUNT OF RELEVANT GEOLOGICAL FACTORS RELATING TO THE SITE, AND THEIR EFFECTS UPON THE EXTENT OF COMMERCIA LLY USEFUL RESERVES.

**MIN3** NEW LIMESTONE QUARRIES WILL NOT NORMALLY BE PERMITTED.

**MIN4** FAVOURABLE CONSIDERATION WILL BE GIVEN TO ENLARGEMENTS OF EXISTING QUARRIES SUBJECT TO MIN1, MIN2 AND MIN12. WHERE ENLARGEMENTS ARE CONSIDERED ACCEPTABLE THE DEEPENING OF EXISTING QUARRIES IN PREFERENCE TO LATERAL EXTENSIONS WILL BE FAVOURED SUBJECT TO ACCEPTABILITY IN TERMS OF GEOTECHNICAL, HYDROLOGICAL AND HYDROGEOLOGICAL FACTORS.

**MIN5** PROPOSALS FOR SAND/GRAVEL EXTRACTION ALONG THE ENTIRE FORESHORE AND THE DUNE SYSTEM OF THE MID GLAMORGAN COASTLINE WILL NOT BE PERMITTED.

**MIN6** EXPLORATION FOR OIL AND GAS WILL BE PERMITTED PROVIDED THAT ANY PROPOSALS CONTAIN APPROPRIATE MEASURES FOR THE PROTECTION OF THE ENVIRONMENT AND RESTORATION OF THE LAND.

**MIN7** PROPOSALS FOR THE TIPPING OF MINERAL WASTE WILL ONLY BE PERMITTED WHERE THEY ARE ACCEPTABLE UNDER POLICY MIN1 AND WHERE:

- THE SCALE OF THE PROPOSED TIP IS COMPATIBLE WITH THE PRESENT LANDSCAPE.
- THE PROPOSED LAND FORM IN RELATION TO AFTERCARE IS CONSIDERED SUITABLE.
- THE PROPOSAL IS UNLIKELY TO GENERATE ENVIRONMENTAL POLLUTION, PARTICULARLY THAT LEADING TO ADVERSE EFFECTS ON WATER QUALITY AND SUPPLY.
APPLICATIONS FOR PLANNING CONSENT FOR THE EXTRACTION OF MATERIAL FROM MINERAL WORKING DEPOSITS WILL ONLY BE PERMITTED WHERE THEY ARE ACCEPTABLE UNDER POLICY MIN1 AND WHERE:

- THE PROPOSAL MAINTAINS OR IMPROVES TIP SAFETY WHERE RELEVANT
- THE PROPOSAL IS UNLIKELY TO GENERATE ENVIRONMENTAL POLLUTION, PARTICULARLY THAT LEADING TO ADVERSE EFFECTS ON WATER QUALITY AND SUPPLY
- criterion deleted

IN ORDER TO SECURE AN ADEQUATE SUPPLY OF CRUSHED ROCK TO MEET THE NEEDS OF INDUSTRY, A LAND BANK OF PERMITTED RESERVES AMOUNTING TO 20 YEARS WHERE APPROPRIATE, WILL BE MAINTAINED AT INDIVIDUAL SITES.

IN MEETING THE LAND BANK COMMITMENTS IN POLICY MIN9 ANY DEVELOPMENT WHICH WOULD STERILISE RESERVES WITH PLANNING CONSENT FOR MINERAL WORKING TOGETHER WITH OTHER RESOURCES IDENTIFIED FOR PROTECTION IN MINERALS LOCAL PLANS WILL NOT BE PERMITTED.

A BUFFER ZONE WITH A WIDTH TO BE DEFINED FOR EACH SITE IN THE MINERAL PLAN SHALL BE DRAWN OUTWARDS FROM THE BOUNDARY OF EXISTING QUARRIES AND RESERVES, IDENTIFIED IN THE MINERALS LOCAL PLANS, AND WITHIN THAT ZONE (A.) RESIDENTIAL OR OTHER SENSITIVE DEVELOPMENT AND/OR (B.) MINERAL DEVELOPMENT WILL NOT BE PERMITTED. IN DEFINING EACH BUFFER ZONE ACCOUNT WILL BE TAKEN OF THE EFFECTS OF MINERAL DEVELOPMENT AND THE EXISTING AND PROPOSED PATTERN OF LAND USES IN THE VICINITY.

NEW QUARRIES OR SUBSTANTIAL EXTENSIONS TO EXISTING QUARRIES WILL NOT BE PERMITTED WHERE THIS WOULD RESULT IN:

- UNACCEPTABLE LEVELS OF VISUAL INTRUSION ON THE NATURAL BEAUTY OF THE NATIONAL PARK OR THE HERITAGE COAST.
- UNACCEPTABLE LEVELS OF DAMAGE OR DISTURBANCE TO SITES AND THEIR SETTINGS RECOGNISED AS HAVING NATIONAL OR INTERNATIONAL NATURE CONSERVATION, ARCHAEOLOGICAL, ARCHITECTURAL, OR HISTORIC IMPORTANCE.

THE PRODUCTION OF SECONDARY AGGREGATES FROM THE WINNING OF NATURAL MATERIALS OR THE RECYCLING OF INDUSTRIAL WASTES, WILL BE PERMITTED WHERE THIS WOULD NOT RESULT IN UNACCEPTABLE DAMAGE TO THE ENVIRONMENT.
RETAILING

R1 THE TOWN CENTRES IN THE COUNTY (INCLUDING WHERE APPLICABLE, AREAS ADJACENT TO THEM), AS DEFINED IN LOCAL PLANS, WILL BE MAINTAINED AND ENHANCED LARGELY ON THE BASIS OF THE ROLE INDICATED BY THE FOLLOWING HIERARCHY:-

MAJOR CENTRES
  • SUB REGIONAL CENTRES
    BRIDGEND, MERTHR TYDFIL, ABERDARE, PONTYPRIDD, CAERPHILLY, BARGOED
  • DISTRICT CENTRES
    MAESTEG, PORTHCAWL, PORTH. TREORCHY, TONYPANDY, MOUNTAIN ASH, TALBOT GREEN, YSTRAD MYNACH

MINOR CENTRES
  • ALL OTHER EXISTING SHOPPING CENTRES (EXCLUDING RETAIL WAREHOUSE PARKS AND FREESTANDING LARGE RETAIL STORES), AS DEFINED IN LOCAL PLANS WILL BE CONSIDERED GENERALLY, AS LOCAL OR NEIGHBOURHOOD CENTRES WHICH ARE INTENDED TO SERVE THE RETAIL NEEDS OF THE SETTLEMENT OR IMMEDIATE LOCALITY.

R2 PROPOSALS FOR THE DEVELOPMENT OF ALL NEW RETAIL FLOORSPACE IN THE CENTRES INDICATED IN R1 WILL BE PERMITTED SUBJECT TO THE FOLLOWING:-

• THE PROPOSAL BY VIRTUE OF IT'S SCALE, IS UNLIKELY TO UNDERMINE THE VITALITY AND VIABILITY OF NEARBY SHOPPING CENTRES AS A WHOLE (INCLUDING PROPOSALS FOR NEW FLOORSPACE WITHIN OR ADJACENT TO THEM WHICH ARE ESSENTIAL TO THIS)
• THE PROPOSAL IS COMPATIBLE WITH THE EXISTING PHYSICAL CHARACTER OF THE CENTRE
• THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING TRAFFIC GENERATION AND ACCESS.

R3 PROPOSALS FOR THE ESTABLISHMENT OF NEW LARGE RETAIL UNITS SELLING DURABLE GOODS OUTSIDE OF THE CENTRES INDICATED IN R1, WILL BE PERMITTED WHERE THEY ARE LOCATED WITHIN EXISTING OR APPROVED RETAIL UNITS OR SITES, AND PROVIDED THEY ARE COMPATIBLE WITH R5.

R4 PROPOSALS FOR THE DEVELOPMENT OF NEW RETAIL FLOORSPACE OTHER THAN THOSE COVERED BY R2 AND R3, AND CONSISTING OF EITHER:-

1 MAJOR NEW SHOPPING CENTRES
2 NEW RETAIL PARKS OR GROUPS OF LARGE UNITS SELLING MAINLY DURABLE GOODS
3 NEW LARGE SINGLE RETAIL UNITS SELLING MAINLY DURABLE GOODS
4 NEW LARGE UNITS OR SUPERSTORES SELLING MAINLY CONVENIENCE GOODS

WILL NOT BE PERMITTED WHERE:-

• THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRES IS LIKELY TO BE UNDERMINED, TAKING INTO ACCOUNT THE CUMULATIVE EFFECTS OF OTHER APPROVED RETAIL DEVELOPMENT.
• THE DEVELOPMENT PLAN ALLOCATES AN APPROPRIATE SITE WITHIN OR ADJACENT TO THE TOWN CENTRE CAPABLE OF ACCOMMODATING THE PROPOSAL.
• ACCESS TO THE PRIMARY ROAD NETWORK IS CONSIDERED INADEQUATE AND THERE ARE UNACCEPTABLE ADVERSE EFFECTS ON TRAFFIC FLOWS
• ACCESSIBILITY TO PUBLIC TRANSPORT IS CONSIDERED INADEQUATE

• THE PROPOSAL LEADS TO UNACCEPTABLE CONFLICT WITH THE CONSERVATION OF THE ENVIRONMENT OR THE MAINTENANCE OF LOCAL AMENITY.

• THE PROPOSAL IS LIKELY TO LEAD TO UNACCEPTABLE IMPACTS ON OVERALL SHOPPING TRAVEL PATTERNS, PARTICULARLY WHERE THIS INVOLVES MAJOR INCREASES IN PRIVATE CAR TRAVEL.

• THE PROPOSAL DOES NOT COMPLY WITH THE REQUIREMENTS OF R6 WHERE THE USE OF INDUSTRIAL LAND IS INVOLVED

R5 ALL EXISTING, APPROVED OR NEW DURABLE RETAIL FLOORSPACE OUTSIDE OF THE CENTRES REFERRED TO IN R1 WILL NORMALLY BE RESTRICTED TO OUTLETS SELLING BULKY DURABLE GOODS WITHIN CLASS A1 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987. THE SALE OF OTHER DURABLE GOODS WILL NOT BE PERMITTED WHERE THIS IS LIKELY TO UNDERMINE THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRES. SUITABLE ALTERNATIVE TOWN CENTRE SITES ARE ALLOCATED IN THE DEVELOPMENT PLAN CAPABLE OF ACCOMMODATING SUCH FLOORSPACE, AND THE PROPOSAL IS UNACCEPTABLE IN TERMS OF TRANSPORTATION CONSIDERATIONS.

R6 THE USE OF INDUSTRIAL SITES FOR ANY NEW RETAIL FLOORSPACE (INCLUDING RETAIL PARKS AND INDIVIDUAL DURABLE UNITS AND SUPERSTORES) WILL ONLY BE PERMITTED, WHERE IT CAN BE DEMONSTRATED THAT THERE IS A SUFFICIENT QUANTITY AND VARIETY OF LAND AVAILABLE FOR MANUFACTURING AND SERVICE INDUSTRY WITHIN THAT DISTRICT OR RELEVANT TRAVEL TO WORK AREA, AND RETAIL LAND IS SCARCE. RETAIL USES OTHER THAN THOSE ANCIILLARY TO THE SITE WILL NOT BE PERMITTED ON SPECIAL EMPLOYMENT SITES UNDER R5.
LEISURE

1.1 DEVELOPMENT PROPOSALS FOR THE PROVISION OF LEISURE BASED FACILITIES OR ACCOMMODATION (INCLUDING RELEVANT FARM DIVERSIFICATION SCHEMES), WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-

- WHERE A COUNTRYSIDE LOCATION IS INVOLVED, IT CAN BE SHOWN THAT SUCH A LOCATION IS APPROPRIATE TO THE PROPOSAL.
- DAMAGE OR DISTURBANCE TO THE ENVIRONMENT CAN BE REDUCED TO ACCEPTABLE LEVELS.
- THE PROPOSAL DOES NOT CONFLICT WITH THE MAINTENANCE OF FARM VIABILITY AND THE PROTECTION OF THE BEST QUALITY AGRICULTURAL LAND, PARTICULARLY WHERE FARM DIVERSIFICATION IS INVOLVED.
- THE PROPOSAL DOES NOT CONFLICT WITH TRANSPORTATION CONSIDERATIONS INCLUDING PARKING TRAFFIC GENERATION AND ACCESS.
- ACCESSIBILITY TO PUBLIC TRANSPORT IS CONSIDERED APPROPRIATE FOR THE NATURE OF THE PROPOSAL.
- THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES IS NOT STERILISED.
- THE PROPOSAL IS WELL RELATED TO SURROUNDING URBAN SETTLEMENT WHERE RELEVANT.
- THE PROPOSAL IS COMPATIBLE WITH THE MAINTENANCE OF LOCAL AMENITY.

1.2 LEISURE BASED DEVELOPMENTS WITHIN THE COUNTRYSIDE OF THE NATIONAL PARK OR THE HERITAGE COAST WILL NOT BE PERMITTED IF THEY WILL RESULT IN IRRECONCILABLE CONFLICTS WITH THE NATURAL BEAUTY OF THESE AREAS.

1.3 LEISURE BASED DEVELOPMENTS WITHIN SETTLEMENT AREAS, OR ADJACENT TO THEM WHERE NO SUITABLE ALTERNATIVE SITES ARE AVAILABLE WITHIN THE BUILT UP AREA WILL BE FAVOURED.

1.4 DEVELOPMENT WHICH SATISFIES THE NEEDS FOR LOCAL LEISURE FACILITIES FROM ALL SECTIONS OF THE COMMUNITY WILL BE FAVOURED. PRIORITY FOR THE PROVISION OF MAJOR LOCAL LEISURE FACILITIES WILL BE DETERMINED ON THE BASIS OF THE LEVEL OF UNSATISFIED DEMAND FOR THOSE FACILITIES.

1.5 NEW DEVELOPMENT, REDEVELOPMENT OR A CHANGE OF USE WHICH RESULTS IN THE DISCONTINUANCE OF AN EXISTING LEISURE FACILITY, INCLUDING PUBLIC RIGHTS OF WAY, WILL ONLY BE PERMITTED WHERE:-

- AN ALTERNATIVE FACILITY CAN BE PROVIDED WITH AT LEAST AN EQUIVALENT LEVEL OF PROVISION, OR
- IT CAN BE DEMONSTRATED THAT ITS CONTINUED USE AS A LEISURE FACILITY IS NOT REQUIRED.

1.6 THE USE OF EDUCATIONAL AND OTHER PUBLICLY OWNED ESTABLISHMENTS FOR WIDER COMMUNITY LEISURE PURPOSES WILL BE FAVOURED.

1.7 NETWORKS OF ROUTES FOR THE PUBLIC ENJOYMENT OF THE COUNTRYSIDE WILL CONTINUE TO BE DEVELOPED, HAVING REGARD TO THE CONSERVATION OF THE ENVIRONMENT.

1.8 LEISURE BASED DEVELOPMENT PROPOSALS WHICH SUPPORT THE FURTHER ENHANCEMENT AND DEVELOPMENT OF PORTCWALL AND THE NORTHERN AND EASTERN VALLEYS AREAS AS MAJOR TOURIST AREAS WILL BE FAVOURED.

1.9 THE CONTINUED PUBLIC ACCESS TO AND INFORMAL RECREATIONAL USE OF LAND TO BE DISPOSED OF BY THE FOREST ENTERPRISE WILL BE FAVOURED, AND CONTINUED ACCESS AGREEMENTS WILL BE USED TO ACHIEVE THIS.
UTILITY SERVICES

U1 THE DEVELOPMENT OF RENEWABLE ENERGY FACILITIES, INCLUDING THOSE FOR WIND POWER, WILL NOT BE PERMITTED WHERE SUCH DEVELOPMENT WOULD RESULT IN:

- UNACCEPTABLE LEVELS OF VISUAL INTRUSION ON THE NATURAL BEAUTY OF THE NATIONAL PARK OR THE HERITAGE COAST
- UNACCEPTABLE LEVELS OF DAMAGE OR DISTURBANCE TO SITES AND THEIR SETTINGS RECOGNISED AS HAVING NATIONAL OR INTERNATIONAL NATURE CONSERVATION, ARCHAEOLOGICAL, ARCHITECTURAL OR HISTORIC IMPORTANCE.

U2 PROPOSALS FOR THE DEVELOPMENT OF RENEWABLE ENERGY FACILITIES AND ASSOCIATED DEVELOPMENT, INCLUDING THOSE FOR WIND POWER, IN AREAS OTHER THAN THOSE REFERRED TO IN U1, WILL NORMALLY BE PERMITTED WHERE:

- THE PROPOSAL CAN BE LOCATED TO REDUCE DAMAGE OR DISTURBANCE TO THE ENVIRONMENT TO ACCEPTABLE LEVELS, PARTICULARLY THE LEVEL OF VISUAL INTRUSION LIKELY TO RESULT FROM THE PROPOSAL TAKING INTO ACCOUNT THE CUMULATIVE EFFECTS ARISING FROM OTHER EXISTING AND APPROVED SCHEMES IN THE AREA.
- CONFLICTS WITH SURROUNDING LAND USES CAN BE REDUCED TO ACCEPTABLE LEVELS, PARTICULARLY WHERE THE AMENITY OF RESIDENTIAL AREAS IN THE LOCALITY IS LIKELY TO BE AFFECTED ADVERSELY.
- PROVISIONS FOR THE REINSTATEMENT OF THE SITE WHEN IT CEASES TO OPERATE ARE CONSIDERED ADEQUATE.
- THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES IS NOT STERILISED.

U3 PROPOSALS FOR THE DEVELOPMENT OF TELECOMMUNICATIONS FACILITIES IN COUNTRYSIDE LOCATIONS WILL BE PERMITTED WHERE:

- SITING AND APPEARANCE HAVE BEEN DESIGNED TO REDUCE TO ACCEPTABLE LEVELS, DAMAGE OR DISTURBANCE TO THE ENVIRONMENT, PARTICULARLY THE LEVEL OF VISUAL INTRUSION LIKELY TO OCCUR.
- THE PROPOSAL IS PART OF A PLANNED DEVELOPMENT OF AN ASSOCIATED NETWORK.
- THE PROPOSAL DOES NOT STERILISE THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES.

U4 THE PROVISION OF UTILITY SERVICES SHOULD HAVE AS LITTLE ADVERSE IMPACT ON THE ENVIRONMENT OF THE COUNTY AS POSSIBLE. IN PARTICULAR

1. ALL ABOVE-GROUND SERVICE LINES SHOULD BE ROUTED TO REDUCE TO ACCEPTABLE LEVELS, DAMAGE OR DISTURBANCE TO THE ENVIRONMENT OR THE STERILISATION OF IDENTIFIED MINERAL RESERVES OR RESOURCES. CONSIDERATION SHOULD BE GIVEN TO PLACING SUCH SERVICES UNDERGROUND WHERE ECONOMICALLY AND TECHNICALLY FEASIBLE AND DESIRABLE ON ENVIRONMENTAL GROUNDS.
2. WHERE SERVICES ARE PLACED UNDERGROUND ADEQUATE RESTORATION MEASURES SHOULD BE TAKEN WHEREVER FEASIBLE TO RATIONALISE SERVICE PROVISION.

U5 DEVELOPMENTS WHICH (FOLLOWING CONSULTATION WITH THE NRA), ARE CONSIDERED LIKELY TO LEAD TO A DETERIORATION IN THE QUALITY OF UNDERGROUND, SURFACE OR COASTAL WATER, WILL NOT BE PERMITTED.

U6 DEVELOPMENT WILL NOT BE FAVOURED IN AREAS WHERE ADEQUATE UTILITY SERVICES DO NOT EXIST, ARE NOT REASONABLY ACCESSIBLE OR CANNOT BE READILY AND ECONOMICALLY PROVIDED.
MID GLAMORGAN REPLACEMENT STRUCTURE PLAN 1991-2006
PROPOSED CHANGES TO THE DEPOSITED PLAN

EXPLANATORY MEMORANDUM

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1 Introduction
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Appendix 1 - County Regeneration Aims of the County Council

Appendix 2 - Town and Country Planning Use Classes Order 1987 (extract)
1. INTRODUCTION

1.1 Development Plans

1.1.1 Part 2 of the 1990 Town and Country Planning Act (as amended) requires local planning authorities to prepare and keep under review development plans for their areas. For shire county areas, a development plan consists of three elements: Local Plans prepared by Borough and District Councils and National Park Authorities, and Minerals Plans and Structure Plans which are prepared by the County Council.

1.2 The County Structure Plan

1.2.1 A County Structure Plan is intended to provide County wide strategic guidance for land use development over a period of 15 years ahead, taking into account national and regional policies. It thereby aims to produce general policies for the development and use of land which provide a framework for local plans and the control of development. The plan must therefore:

- set out policies on a series of key topic areas as defined in national planning guidance for example on strategic transport facilities or major environmental features.
- indicate where appropriate for the key topic areas, scales of land provision to be made in the County as a whole, for example for housing and industrial land.
- indicate the general location of major developments likely to have a significant effect on the area, such as sites for special kinds of industry.
- indicate broad areas where development would be restrained, for example in areas of environmental importance.

1.2.2 Structure Plans are not in the main intended to be site specific, and do not contain proposals maps with an ordnance survey base as does a Local Plan. Although a key diagram is included to show the broad locational effect of policies, this is for illustrative purposes only. Ideally Local Plans should be prepared in parallel with the structure plan to provide a detailed local interpretation of strategic policies.

1.2.3 The present document forms the second review of the Structure Plan. The first plan was submitted to the Secretary of State for Wales in 1978, and was approved subsequently in 1982, to cover the period up to 1991. However, it was already apparent at that time, that revisions to County-wide policy were necessary, and alterations were prepared and submitted to the Secretary of State during 1985. These alterations were approved in September 1989, extending the period of plan coverage up to 1996.

1.2.4 Although the Approved Mid Glamorgan Structure Plan remains reasonably up to date, and will remain in force until 1996, the County Council considers that it is an appropriate time to roll the plan forward, to establish its land use strategy and policies for the rest of the 1990's and beyond. The present document is presented for public consultation, to establish a series of new and revised policies to cover the period up to 2006.

1.2.5 Overall the present review is considered to be more wide ranging than that approved in 1989. In taking into account new government guidance and the development pressures which may occur into the early part of the next century, comprehensive replacements to existing policy are proposed, rather than a series of limited alterations. The review must therefore be considered to form a replacement Structure Plan.

1.3 The Replacement Plan

1.3.1 A number of recent changes to planning legislation including new regulations govern the nature of the present Replacement Structure Plan.

1.3.2 A number of revised national Planning Policy Guidance notes (PPG's) have been issued following the 1990 Act. PPG12, Development Plans and Strategic Planning Guidance in Wales, indicates that structure plans should not be as detailed as they have been in the past, to complement the introduction of new mandatory district wide development plans. Formerly, local plans were not compulsory, and unfortunately many areas of the county were not covered. This meant that the Structure Plan was the only statutory basis for the Countywide control of development, and contained policies to facilitate this. Full coverage of local plans will in the long term remove the need for many such policies. Therefore, policies in the replacement plan will, in most circumstances, be limited to district level allocations and issues of County-wide significance, and will be fewer in number.

1.3.3 The Town and Country Planning (Development Plan) Regulations 1991 introduce new requirements for structure plans, particularly with regard to the need to take into account environmental matters in formulating policy. Although the County Council has always paid due regard to such matters in establishing policy, there is now a requirement to make this explicit as an end in itself, rather than as a support to economic development or improving the quality of life of the population.

1.3.4 The enactment of the 1991 Planning and Compensation Act means that the replacement plan and subsequent reviews, will no longer be submitted to the Secretary of State for approval. Adoption will now be the responsibility of the County Council. The procedure to be followed prior to adoption however, is essentially the same.
as before. Responses to a consultation draft of the replacement plan have been taken into account in preparing revised plan proposals. These have now been placed on public deposit and subjected to a further round of consultation. An Examination in Public (EIP) will then be held if necessary, before a panel chaired by an independent person appointed by the Secretary of State. The County Council will then make its final decision in the light of the EIP panel's recommendations.

1.4 The Draft Replacement Structure Plan - Deposit Version

1.4.1 The present document represents proposed modifications to the deposit version of the Draft Replacement Structure Plan. The County Council issued the deposit document for public consultation in December 1993. The statutory deposit consultation period took place from January to March of 1994. Prior to this a consultation draft was published in November 1992, and placed on public display throughout the county during December 1992 and January 1993.

1.4.2 A large number of organisations were consulted directly or informed of the publication of the deposit version of the plan. The results of this exercise are summarised in the supporting document 'Report of Deposit Stage Public Consultations' (Mid Glamorgan CC). Further consultation has now taken place where it was considered necessary to clarify or resolve where possible, major objections to the deposited plan. The County Council is now able to propose a number of modifications to the deposit version of the plan, taking into account follow up consultation, together with more recent relevant information. Revisions to the deposited plan's Proposed Policies and Explanatory Memorandum text are underlined. This first proposed modifications document, published in accordance with PPG12 (Wales) Annex A paragraph 20, will also be subjected to a period of public consultation. Following this exercise the County Council will determine whether to proceed to an Examination in Public, or to seek a dispensation from the Welsh Office to move forward directly to the plan adoption stage.

1.4.3 The proposed modifications to the deposit version of the Replacement Structure Plan consists of a number of statutory and non-statutory parts:

THE WRITTEN STATEMENT comprises a full list of policies proposed to replace those of the existing approved plan. Each proposed policy is presented in capital letters and is allocated a reference number. The written statement is the statutory plan statement. Objections to the draft plan should therefore relate to this statement and indicate clearly which policies are involved.

THE EXPLANATORY MEMORANDUM comprises a description of the plan strategy together with a short explanation of the purpose of each replacement policy, including, where relevant, explanations of terms used in the policies. For ease of reference each proposed replacement policy is repeated below each explanation. The explanatory memorandum is not part of the plan itself.

THE KEY DIAGRAM is located at the rear of the document. This locates relevant policies within the County in diagrammatic terms. In the case of a conflict between the diagram and the written statement, the latter will prevail.
2. STRUCTURE PLAN STRATEGY

2.1 The National Planning Context

2.1.1. Paragraph 9(1) of the Town and Country Planning (Development Plan) Regulations 1991, requires Structure Plans to have regard to social, economic and environmental considerations in establishing policies. Planning Policy Guidance No. 12, Development Plans and Regional Planning Guidance in Wales (PPG12) explains this further as 'Policies for land use must weigh and reconcile priorities in the public interest.'

2.1.2 Some of these priorities relate to development which accommodates social or economic needs while others have conservation and environment 'as their common flavour'. Environmental concerns are now viewed as weighing increasingly as a planning consideration which may conflict with other priorities which require development. Development plans and their policies are seen as having a role to play in achieving an appropriate balance between these priorities.

2.1.3 Accordingly the County Council has adopted the following as the basic aims of the Structure Plan review:

- the achievement of a dynamic economy, capable of meeting the changing employment needs of its population with a reduced dependency on government assistance.
- the achievement of the highest possible standards of provision and degree of choice of living and working conditions.
- the conservation key environmental features and resources.

The County Council sees its task in interpreting the development plan regulations as producing development guidance which balances the need of economic regeneration, the improvement of social conditions and the conservation and enhancement of the environment.

2.1.4 PPG12 also indicates that the Government intends to work towards ensuring that development and growth are sustainable. The planning system is viewed as having a major role in establishing this objective. Sustainable development has been defined as -

'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (report of the UN World Commission on Environment and Development 1987 - Brundtland Report)

The County Council accepts this definition as compatible with the requirement to work towards sustainable development policies while recognising that the Structure Plan must produce balanced guidance. Consequently the Plan has been reviewed with these requirements in mind and involves:

- the conservation and enhancement of the best of the environment for the enjoyment of the current population and future generations,
- an emphasis on urban renewal and the reuse of developed sites and property within the built up area,
- the protection of major natural resources where alternatives are available,
- the encouragement of public transport to help limit CO2 emissions and traffic congestion,
- the long term protection of specific development sites as a resource associated with an identified need, from uses which could be accommodated elsewhere.
- the promotion of development policies which reduce the need to travel

2.1.5 Central to the County Council's interpretation of government guidance is the requirement to establish an overriding need for a particular development at a specific location if that proposal conflicts materially with features protected by the plan. For that development to proceed it should be demonstrated clearly that it is in the public interest and must take place in that location. Planning Policy Guidance notes recognise a number of circumstances involving features of national importance where these tests can be included specifically in development plan policies. However, normally these will be taken to represent material considerations outside of the plan. Hence in situations which conflict irreconcilably with the plan, development would not be permitted unless such material considerations determined otherwise. If the necessity for a particular development at a particular protected site can be established, this must then be considered to outweigh the need to protect the areas or features involved, before the development can be approved, as a departure from the plan. Environmental Impact Analysis may be necessary in such circumstances. The weight given to features, resources or areas protected under the plan will depend upon their relative national, regional or local importance.

2.1.6 Having outlined the main aims of the review, it is necessary to consider the main elements of the strategy for progressing these aims. The basic elements of the strategy are considered below dealing first with the regional context, followed by a brief description of the strategy adopted in the approved plan and the current review.
Fig. 1 Mid Glamorgan - General Location Plan
2.2 The Regional Context

2.2.1 One of the main tasks of the Structure Plan is to interpret National and Regional Government policy. Mid Glamorgan is located at the heart of the South Wales region (FIG 1). The main statement of Government Policy as it applies to this region remains Wales the Way Ahead dating from 1967. Accordingly the first Structure Plan (1982) and its first Review (1989) used this as the basis for establishing the Plan. Hence these plans sought to:

- Maintain substantial Valleys communities,
- Exploit the development potential for industry of the Valley Mouths and Heads of the Valleys area
- Accept the continuing development of Cardiff, as an administrative, manufacturing and service centre.

2.2.2 Although Government Planning Policy is clarified on a subject basis in the PPG's, no statement of Strategic Planning Policy has emerged, to update Wales the Way Ahead. However during 1991 the Secretary of State invited the Assembly of Welsh Counties to advise him on the need for new strategic planning guidance for the Principality as a whole. This was to be aimed essentially at issues of all Wales importance, and those which tended to cut across existing county boundaries and which cannot be resolved by the existing development plans framework. Hence the guidance is not likely to result in a regional plan, although some specific locational elements of Government policy may subsequently have to be included in development plans.

2.2.3 The County Council therefore continues to interpret strategic planning policy for Wales in the same way as the Approved Plan, endorsed by the Secretary of State as recently as 1989, and further supported by Government policy under the Urban Programme and the Valleys Programme.

2.2.4 Since the mid 1970's a series of regional working parties, comprising Central and Local Government and the Minerals Industry, have been established to consider the supply and demand for certain minerals on a regional basis. Minerals Planning Guidance notes (MPG's) now advise local authorities to take account of the recommendations of these working parties in formulating their development plans. Structure Plan Policy has thus been based on the findings of the working party established for the South Wales region, which clarifies the position of the County as a supplier of minerals in the regional context. Minerals Policy therefore acknowledges the continuing importance of the county as the major supplier of minerals within the region.

2.3 The Structure Plan Strategy

2.3.1 The above regional policy context is interpreted by the County Council as, to attempt to provide conditions feasible to the long term elimination of at least the net loss of population by migration in each district, by the end of the century. This will mean attempting to sustain the virtual natural change conditions shown by Cynon Valley, Merthyr, Rhondda and Taff Ely, during the late 1980's, and achieving these conditions for Rhydymney Valley by the end of this decade. Additional growth by migration is expected in Ogwr continuing the experiences of the last decade. These aims will be tackled by a programme of local development and urban renewal, and improvement and protection of the built and natural environment. Such an approach would be supplemented where necessary and acceptable on environmental grounds, by new development near major transportation corridors, such as the M4 and A470, and the Cardiff area (e.g. Cardiff Bay), and the improvement of transportation links to these places. Developments affecting major areas or features of the environment, such as the National Park or National Nature Reserves would only be permitted in specified exceptional circumstances. Other important environmental features and areas will also be identified and included in local plans. Developments conflicting with these protected features will only be permitted where there are overriding material considerations outside of the plan. A balance is therefore attempted between the development needs of the population to achieve aims shown above and the need to protect the environment for its own sake, and for its contribution to the quality of life. The main elements of the Strategy are summarised below, and will be repeated for each relevant topic chapter.

2.3.2 Within the long term framework provided by the Structure Plan Strategy, the County Council also pursues a number of shorter term programmes which implement its land use and other strategies. Of particular importance to the implementation of land use policy is the County Council's urban regeneration strategy, which provides a basis for seeking funding from the Strategic Development Scheme operated by the Welsh Office. In making bids under this scheme the County Council has adopted the aims indicated in Appendix 1.

2.4 Elements of the Plan Strategy

2.4.1 Employment and Industry

- To promote the use and conversion of existing sites and property for industrial and commercial uses.
- To make provision for the future job needs of the population and the needs of industry and commerce by identifying an adequate amount of land and range of sites in each district or within reasonable commuting distance.
- To ensure that an adequate supply of readily developable industrial and commercial land is always
available by the maintenance of a land bank.

- To reserve special sites for B1 development near the strategic highway network, provided they are compatible with the conservation of the environment.
- To limit increases in long distance commuting by promoting more development opportunities within the County.
- To reduce possible threats to the environment from potentially hazardous industry by establishing appropriate restrictions on such development.

2.4.2 Housing

- To make provision for the future housing needs of the population by identifying a sufficient amount of additional dwellings for each area.
- To cater for an adequate range of housing in each area by allowing extra provision capable of accommodating identified particular needs.
- To promote urban renewal by encouraging the use of suitable urban sites and existing premises for new housing uses.
- To restrict the physical growth of settlements to reduce pressure for development on the countryside and the coalescence of built up areas.

2.4.3 Environment

- To protect the countryside for its own sake by restricting development to that which is appropriate for such locations.
- To protect important features of the natural and built environment of the county by introducing special designations and controls.
- To seek the maintenance of a viable agricultural sector in the county taking into account the need to conserve the quality of the rural landscape and the need to strengthen and diversify the rural economy.

2.4.4 Transportation

- To improve accessibility within the County by carrying out a series of improvements to major routes and other highways.
- To promote the use of public transport by making improvements to the network of both bus and rail services.
- To enhance the environment of town centres and other areas by introducing pedestrianisation and traffic calming measures.
- To limit the transportation effects of new proposals for development on the urban and rural environment by adopting specific controls.

2.4.5 Derelict Land and Contamination

- To seek the clearance of all major dereliction in the County within the plan period, and to aim to prevent further dereliction.
- To ensure the effectiveness of the land reclamation process by identifying and implementing suitable after-uses and protecting or replacing environmental features.
- To deal with all known contaminated land which becomes available for treatment in the County.

2.4.6 Minerals

- To ensure that, whilst protecting the environment as far as possible, there should be a continuing basis for the minerals industry in the County to meet the needs of society.

2.4.7 Retailing

- To limit the loss of locally generated expenditure from the County, by improving the nature of shopping facilities in the County.
- To establish the renewal of existing town centres in the County as the priority area for future retail investment.
- To ensure that the vitality and viability of major town centres in the county is not undermined by new retail development in other locations.
- To allow limited additional floorspace in out of town locations where this is complementary to town centre development.
- To ensure the existing support for the improvement to the physical environment of town centres continues.

2.4.8 Leisure

- To encourage the development of new leisure facilities where these are compatible with the conservation of the environment.
- To encourage the wider public use of existing leisure facilities.
- To encourage the further development of tourism in the County, by supporting new attractions and destinations.
To improve and extend the opportunities for the informal public enjoyment of the countryside where these are compatible with the conservation of the environment.

2.4.9 Utility Services

To ensure that the need to develop utility services in the County takes due account of the need to conserve the environment.

2.5 The Availability of Resources

2.5.1 The 1990 Act requires Structure Plans to have regard to the availability of resources for their implementation. All development plans must be realistic in this respect. Two main kinds of resource are considered for the present replacement plan, the land and finance.

Land Resources

2.5.2 The strategy of the replacement plan aims to highlight the importance of enhancing the environment and protecting the best features and areas from development which does not have to take place at such locations. The Plan together with District Wide Local Plans, therefore does not define environmental features and areas of national importance which already have some statutory protection, but also defines additional features and areas which are also considered worthy of protection. This includes areas of high landscape value such as the Conifield Plateau and Valley Sides, nature conservation areas such as nature reserves, and buildings and monuments of major importance, such as listed buildings and conservation areas. Such additional features will be identified in more detail in local plans. In addition to protecting the environment the Plan also seeks to reduce the pressures for the use of greenfield land resources by emphasising the development or redevelopment of land and property within the existing built and developed environment. The emphasis on urban regeneration is particularly important with regard to the reuse and refurbishment of buildings and the redevelopment of existing sites within urban areas. Similarly, the rolling programme of derelict land reclamation and provision of beneficial afteruses, approved and funded by the WDA, is of key importance in recycling used land.

Financial Resources

2.5.3 The implementation of the strategy will depend heavily on the finance available to the local authorities and the main implementing agencies over the plan period. Although one of the basic aims of the County Council is to reduce dependency on external assistance, it is considered unrealistic to expect this process to be complete within the plan period, even though substantial progress can be made.

2.5.4 The Structure Plan covers a period of 15 years while financial planning usually takes place on a much shorter timescale. Financial allocations are usually available on an annual basis, and sometimes up to 5 years ahead as in the case of the Transportation Policies and Programme (TPP). Although increased finance was generally available at the beginning of the 1990’s, this trend is unlikely to continue over the plan period, at least in the short term. Indeed financial resources available to local government and the County Council in particular, were reduced significantly during 1993/4, and will be reduced further during 1994/5. Policies have thus been based on the level of resources currently available on the assumption that this level will sustainable in average terms over the plan period. Transportation improvements and land reclamation are funded directly by the Welsh Office and the Welsh Development Agency (WDA), in terms of rolling programmes. The financial basis for the policies proposed for these areas is considered under the appropriate section.

2.5.5 Urban Renewal in the County receives additional funding from the Welsh Office formerly under the Urban Programme, and now under the Strategic Development Scheme (SDS). The 1992/3 Urban Programme, settlement, made available to local authorities in Mid Glamorgan, stands at £10.1 millions, and allowed grant funding to industrial, commercial, environmental and leisure projects in the valley areas. During 1991/92 89 grants were awarded for the refurbishment of commercial and industrial property. The total value of grants offered was nearly £0.8 millions, generating a gross investment of about £2.2 millions. This clearly illustrates the importance of the Urban Programme in encouraging investment in the County.

2.5.6 The SDS supports projects which contribute to the economic, environmental and social development of areas in need. In making bids for a series of projects under this scheme the County Council has now adopted a community based approach which focuses its policies and actions on a series of sub-areas in the county. These are broadly described in 'Regenerating Mid Glamorgan: A New Approach' (Mid Glamorgan August 1993). Funding was approved for 16 schemes in the 1994/5 SDS bid, representing approximately £2.6 millions.

2.5.7 In recent years the WDA has also allocated substantial funds for specific town development and renewal schemes, which have often been carried out in co-operation with the relevant local authorities. Such schemes can prove of great benefit to the implementation of the strategy and the County Council will continue to co-operate with WDA initiatives where consistent with its own regeneration aims.

2.5.8 Funding from other Government agencies is also important to implementing the strategy. This includes grants from the Wales Tourist Board for the provision of visitor facilities, the Countryside Council for Wales, for a range of countryside/ environmental schemes, and the Forestry Commission for woodland maintenance and planting. It is considered vital to the implementation of the strategy that this support from all agencies of Government
2.5.9 The County Council, operating in partnership with other local authorities, has played a major role in implementing specific elements of the plan. Indeed local authorities have acted as the main implementation agency for a number of major leisure or environmental projects. However, it is considered unlikely that finance will be available in future to continue the introduction of new facilities from public resources alone, while existing developments may themselves become part of the private sector. The strategy therefore envisages that although existing facilities may continue to be enhanced by local authority finance, future development will need to come more from the private sector than in the past. This will become more possible as the economy moves out of recession.

European Economic Community (EEC) Funding

2.5.10 Objective 2 for the distribution of EC Structural Funds, is to revitalise regions affected by serious economic decline. At present Mid Glamorgan qualifies for such funding on the basis of criteria defined by the EEC. Two major programmes are available to the area which can provide funds for land use schemes related, for example, to economic regeneration, infrastructure improvements, and site provision. RECHAR made £21.5 millions available to the coalfield areas in South Wales over the period 1990-93. The last Integrated Operations Programme (IDOP) also covering the period up to 1993 made a further £78 millions available for the region as a whole. The current eligibility and programme of funding ceased at the end of 1993, to be replaced by a new regime in 1994. Mid Glamorgan has since 1986, been able to secure a substantial proportion of EEC funding allocated to South Wales, and this is anticipated to continue. Where bids for funding relate to land use issues, they will help directly to implement the plan strategy.

2.6 Monitoring

2.6.1 During the course of the preparation of the replacement plan, the data and assumptions contained in it have been updated using the latest available information and planning guidance. This has in particular involved the extensive use of the 1991 census to refine population and housing information. Plan policies have been revised comprehensively on an up to date basis. The County Council will continue this process of update as the plan progresses towards adoption, to ensure that the final version of the plan remains credible and consistent. Following adoption it will be necessary to continue to monitor progress towards achieving plan objectives and policy implementation, in particular by recording population change and land use/development trends. This as in the past should lead to the need to review and modify policies, ultimately resulting in further reviews of the plan. Normally it would be for the County Council to carry out this function in consultation with District Councils and other implementation agencies, via established procedures and arrangements. However, with Local Government Reorganisation in prospect, it is not possible at present to define which future organisation(s) would be responsible for strategic plans and their monitoring, and which other agencies will be involved. This will no doubt become clearer as the proposed reorganisation proceeds.

2.7 Environmental Appraisal

2.7.1 An ongoing Environmental Appraisal of the policies contained within the replacement plan has now been established. This exercise is largely based upon the guidelines established in 'Environmental Appraisal of Development Plans' (DOE 1993), and has already been used to produce some of the proposed changes to the deposited plan. The results of the appraisal will be used in support of the Council’s position at a subsequent EIP, or to demonstrate the overall environmental effects of the final version of the Replacement Structure Plan.
3. POPULATION CHANGE

3.1 Introduction

3.1.1 The first Structure Plan (1982) and its subsequent alteration (1989) were based upon the aim to achieve at least net nil migration in each district during the respective plan periods. Whilst the need to maintain substantial Valley Communities and exploit the County’s development potential remains central to the County Council’s interpretation of existing regional guidance, other factors relating to economic and social circumstances together with the need to ensure that development and growth are sustainable now also need to be considered. In addition the supply of land available for housing and industrial development must also be taken into account. The population assumptions used as the basis for many of the policies in the Replacement Plan have been developed in the light of these issues.

3.2 Population Trends Since 1981

3.2.1 The Registrar General’s Final Mid Year Population Estimate indicates that the 1991 population of the County (541,800), was similar to that of 1981 (541,100). On the basis of the published information the County appears to have experienced two distinct periods of population change:

1. A period of decline between 1981 and 1986 during which population fell by 6600 caused primarily by a net out-migration of 11000 people - amongst the highest levels recorded in the U.K; and

2. A period of growth from 1986-91 resulting from improved economic circumstances and a small amount of apparent net in migration. This was caused principally by increases in the numbers migrating from other parts of the U.K. particularly the South East, South West and West Midland regions of England.

3.2.2 As table 1 indicates on a District basis, the earlier period was associated with high levels of net out-migration from the Valley Districts (here defined as Cynon Valley, Merthyr Tydfil, Rhondda and Rhymney Valley). However, between 1986-91 a slight population increase appears to have occurred overall through natural growth, together with a small amount of net in-migration. Only Rhymney valley appeared to experience net out-migration (-2000 between 1986 and 1991), although the district suffered little overall decline due to its high rate of natural increase.

3.2.3 In the rest of the County, growth occurred throughout the 1980’s. In Taff-Ely consistently high rates of natural increase appear to have combined with net in-migration after 1986 to produce the fastest growth in the County. This is only partly explained by the growth student numbers at the University of Glamorgan. It is estimated that approximately 40% of net in-migration to the District since 1986 is due to non-students. In Ogwr although net in-migration averaged nearly 200 persons per annum, between 1981 and 1991 levels declined substantially during the latter half of the decade. However, since 1991 net in-migration trends have begun to re-emerge, and as economic circumstances improve during the 1990’s it is likely that limited growth will continue. Hence it is considered that the most reasonable basis for estimating future population levels in Ogwr should be the 1981-1991 intercensal period noted above.

3.2.4 The apparent growth in the County’s population since 1986, shown in Table 1, strongly reflects the changed out-migrational circumstances of the Valley Districts, where net out-migration no longer out-weighs natural increases. These trends suggest that these areas were largely able to achieve migration balance by the end of the period compared to previous periods, which is in general accord with the objectives of the Approved Structure Plan. The County Council concludes that net nil migration continues to be feasible in the long term and that this remains central to the strategy.

3.2.5 However, the issue remains of when and under what conditions this aim may be achieved. The likelihood of future net migration balance needs to be assessed against several factors. These include economic and social circumstances, land availability, development rates, together with any relevant National and Regional guidance concerning the amount and type of growth that should be planned for.

3.3 National and Regional Population Forecasts

3.3.1 Although population changes form the basis of many strategic land-use planning policies there is currently no specific national or regional guidance on the levels of growth that should be used for the Structure Plan. The Welsh Office produces a regular series of population and household projections. However, these do not contain any policy assumptions and simply reflect what would happen if certain past migration trends continued over the next 20 years. The latest trend estimates (the 1989-based series), show a decline of 2,000 people and an increase of 10,000 households between 1991 and 2006 arising from an assumed net out-migration of 1,400 persons per annum.

3.3.2 The Welsh Office does not produce projections below County level. Table 2 indicates the levels of population and the numbers of households that might be expected if each District’s 1981-91 net migration trend continued over the Plan period (ie a County-wide trend of 1,240 net out migrants per year). The projection also incorporates more recent mortality and fertility rates. This would result in 4,000 fewer people in the Valley Districts,
Table 1

Population and Components of Change
1981-1991: By District and Area

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Cynon Valley</td>
<td>67.8</td>
<td>-0.1</td>
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<td>65.4</td>
<td>0.4</td>
<td>0</td>
<td>65.8</td>
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<tr>
<td>Merthyr Tydfil</td>
<td>60.5</td>
<td>0.3</td>
<td>-2.2</td>
<td>58.6</td>
<td>0.5</td>
<td>0.8</td>
<td>59.9</td>
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<tr>
<td>Rhondda</td>
<td>82.3</td>
<td>-0.5</td>
<td>-2.7</td>
<td>79.1</td>
<td>0</td>
<td>0.3</td>
<td>79.4</td>
</tr>
<tr>
<td>Rhymney Valley</td>
<td>105.4</td>
<td>2.6</td>
<td>-3.8</td>
<td>104.2</td>
<td>2.4</td>
<td>-2.0</td>
<td>104.6</td>
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<tr>
<td>Valley Districts</td>
<td>316.0</td>
<td>2.3</td>
<td>-11.0</td>
<td>307.3</td>
<td>3.3</td>
<td>-0.9</td>
<td>309.7</td>
</tr>
<tr>
<td>Ogwr</td>
<td>130.3</td>
<td>0.2</td>
<td>1.9</td>
<td>132.4</td>
<td>1.3</td>
<td>-0.2</td>
<td>133.5</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>94.4</td>
<td>2.1</td>
<td>-1.7</td>
<td>94.8</td>
<td>2.1</td>
<td>1.7</td>
<td>98.6</td>
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<tr>
<td>Rest of the County</td>
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<td>2.3</td>
<td>0.3</td>
<td>227.2</td>
<td>3.4</td>
<td>-1.5</td>
<td>232.1</td>
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<td>4.6</td>
<td>-11.4</td>
<td>534.5</td>
<td>6.7</td>
<td>0.6</td>
<td>541.8</td>
</tr>
</tbody>
</table>

Source: Registrar Generals Mid-Year Estimates

All figures in 000's and may not add due to rounding
and an increase of 12,000 in the rest of the County.

3.3.3 Trend based projections for Mid Glamorgan are considered to be unsuitable as a basis for the Review. The main reasons for this are:

(i) The Approved Structure Plan strategy together with the actions of Central Government and many other agencies are seeking directly or indirectly to change these trends in the Valley Districts through development and other investment reflecting the aims of the Plan.

(ii) The "trend-based" nature of the projections and the possibility that they underestimate future growth may mean that their use in planning policy formulation will lead to a planned underestimate of provision. This would jeopardise directly the achievement of the plan objectives.

3.4 The Structure Plan Estimate of Future Population

3.4.1 The Plan Estimate of the Approved Structure Plan (1989) was based upon an assumption of net migration balance (natural change) in all Districts from 1986. The intention of this assumption was to allow sufficient housing and employment land to be allocated in order to encourage investment and redevelopment and thus help to reduce out-migration. It was therefore "development led" with the aim of maximising the County’s economic and social potential. Although migration balance was not realised until the end of the decade, largely due to the severity of the 1980’s recession, this objective remains realistic for the production of revised estimates of future population.

3.4.2 The early 1990’s recession has reduced both inward and outward migration. It could be argued that when the recession is over, the traditional net movement out of the county - for example, the long term trend shown in the Welsh Office projections - will be resumed. However, the substantial progress made in restructuring the South Wales economy and other social and environmental advantages of the region lead the County Council to consider that an assumption of nil net migration from 1991 (except for Ogwr, Rhymney Valley and Taff Ely) is reasonable to provide a practical basis for land use policies.

3.4.3 In Ogwr an assumption of 200 net in-migrants a year (approximately the 1981-91 trend) is considered to be a reasonable basis for both the Structure and the Ogwr Local Plan. The latter is likely to be adopted in advance of the replacement structure plan approval, but has been prepared on the basis of the projections used in the deposit version of the replacement plan. The Local Plan was subject to public inquiry in 1994. The possible continued growth of population indicated above has been evaluated against land capacity studies carried out by the Borough Council in producing the Local Plan. These suggest that this level of net in-migration can continue to be accommodated throughout the Plan period without undue adverse impact on transportation capacity and the environment.

3.4.4 The Registrar General’s Mid Year Estimates for Rhymney Valley (Table 1), show that substantial net out-migration occurred throughout the 1980’s, although at a reducing rate. It is therefore considered that the achievement of net migration balance conditions for this district will be difficult to achieve in the short term. Accordingly an assumption based on the trend for the continued reduction of net out-migration to zero by 2001 has been used. Between 1991 and 1996, an assumption of -1000 has been used, a reduction of 50% on the 1986-91 trend shown in table 1. From 1996 to 2001 a further 50% reduction has been assumed.

3.4.5 In Taff Ely an assumption of 200 non-student net in-migrants every year is considered reasonable in view of the strategic importance of the Borough and net-migration trends since 1986.

3.4.6 The above assumptions have been used as the basis for the Plan Estimate of future population shown in Table 3 and Figure 2. Between 1991 and 2006 the County's population would grow by about 26,000. The Valley Districts (excluding Rhymney Valley) would show a combined increase of nearly 9,000, Rhymney Valley and Taff Ely would each experience increases of over 6,000, while Ogwr would grow by nearly 5,000. The Plan Estimate will be monitored and revised if new information suggests this is warranted.
### Table 2

**Population Trend Projections 1991-2006**

*Mid Glamorgan and Districts*

<table>
<thead>
<tr>
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<tr>
<td>Cynon Valley</td>
<td>-230</td>
<td>-1000</td>
<td>1000</td>
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<tr>
<td>Merthyr Tydfil</td>
<td>-170</td>
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<td>-270</td>
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<td>Rhymney Valley</td>
<td>-590</td>
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<td>2900</td>
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<td><strong>Valley Districts</strong></td>
<td>-1260</td>
<td>-4100</td>
<td>5400</td>
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<tr>
<td>Ogwr</td>
<td>200</td>
<td>4900</td>
<td>6300</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>-180</td>
<td>3800</td>
<td>5800</td>
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<tr>
<td><strong>Rest of the County</strong></td>
<td>20</td>
<td>8700</td>
<td>12100</td>
</tr>
<tr>
<td><strong>Mid Glamorgan</strong></td>
<td>-1240</td>
<td>4600</td>
<td>17500</td>
</tr>
</tbody>
</table>

All Figures in Thousands

*Includes projected growth in student numbers at University of Glamorgan*

Source: Mid Glamorgan County Council

### Table 3

**Plan Estimate Population Projection - By District**

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Cynon Valley</td>
<td>65.8</td>
<td>66.7</td>
<td>67.8</td>
<td>68.6</td>
<td>+2.8</td>
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<td>63.7</td>
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<tr>
<td>Rhondda</td>
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<td>79.9</td>
<td>80.7</td>
<td>81.5</td>
<td>+2.1</td>
</tr>
<tr>
<td>Rhymney Valley</td>
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<td>108.7</td>
<td>111.1</td>
<td>+6.5</td>
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<td><strong>Valley Districts</strong></td>
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<td>319.7</td>
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<tr>
<td>Ogwr</td>
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<td>135.5</td>
<td>137.4</td>
<td>138.4</td>
<td>+4.9</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>98.6*</td>
<td>103.7(1)</td>
<td>106.3(1)</td>
<td>108.5(1)</td>
<td>+9.9(1)</td>
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<td>553.4</td>
<td>563.4</td>
<td>571.8</td>
<td>+30.0</td>
</tr>
</tbody>
</table>

Sources: Registrar General

Mid Glamorgan County Council

*Includes estimated number of students whose term time address is in Taff Ely but home address is outside*

(1) Incorporates projected number of students at University of Glamorgan.
4. EMPLOYMENT AND INDUSTRY

STRATEGY ELEMENTS

- To promote the use and conversion of existing sites and property for industrial and commercial uses.
- To make provision for the future job needs of the population and the needs of industry and commerce by identifying an adequate amount of land and range of sites in each district or within reasonable commuting distance.
- To ensure that an adequate supply of readily developable industrial and commercial land is always available, by the maintenance of a land bank.
- To reserve special sites for B1 development near the strategic highway network, provided they are compatible with the conservation of the environment.
- To limit increases in long distance commuting by promoting more development opportunities within the county.
- To reduce possible threats to the environment from potentially hazardous industry by establishing appropriate restrictions on such development.

4.1 Introduction

4.1.1 The persistently high levels of unemployment over the past two decades has been one of the most obvious manifestations of Britain's economic problems. Mid Glamorgan, dependent on a declining industrial base of coal and heavy industry, has been one of the worst affected areas.

4.1.2 In 1947 there were 51,000 miners employed in 71 collieries in what is now Mid Glamorgan. In 1993 only Tower Colliery remains in operation. During the intervening years, the local economy has had to re-structure itself to generate new sources of employment.

4.1.3 Up until the early 1970's, the net effect of redundancies from the collieries on the level of unemployment was considerably reduced due to the expansion in manufacturing industries. By the mid 1970's, over 70,000 people were employed in the manufacturing sector. Half of these were in mechanical and electrical engineering, metal goods and clothing and footwear. Between 1977-87, employment in manufacturing declined by 24,000; of these 70% were in the four dominant industries. As a result, no single industry now employs more than 8% of the County's workforce.

4.1.4 Throughout the 1980's the coal industry continued to close collieries. These redundancies were not being replaced by growth in the manufacturing industries. By June 1986 there were 36,000 people unemployed in Mid Glamorgan. The stability in the construction, distribution, hotels, catering, banking and service industries failed to fill the employment vacuum until the "Lawson Boom". By 1987 these sectors of the local economy provided an additional 10,200 jobs.

4.1.4 This growth was however short lived. The 1991 Census of Employment showed that between 1989 and 1991 the construction and service industries had contracted shedding 3,700 jobs. During the same period, employment in the primary and manufacturing industries had also contracted by 9,000 jobs. This is reflected in the unemployment statistics. In June 1990, unemployment reached its lowest point in over a decade, 17,485. The 1991 census shows that unemployment had again risen to 28,835 with a further 3,989 on a government sponsored training scheme.

4.2 Changing Land Use Needs.

4.2.1 The shift from employment underground, to the industrial estates and into offices and high tech premises has affected the way in which land is used and developed. The larger employers, whether they are manufacturing or service based companies, demand good quality sites where location is important. The sites in greatest demand have good access to the strategic highway network and major commercial centres, and are usually highly visible. The development of such sites has already produced changes to travel to work patterns in the County.

4.2.2 Between 1971 and 1981, the number of work trips to South Glamorgan increased by over 25%. This rate of growth is likely to have continued during the 1980's with major investment initiatives concentrating along the M4 corridor. The development of Cardiff Bay may lead to further increases in the 1990's.

4.3 Planning Policy Guidance.

4.3.1 PPG4: "Industrial and Commercial Development and Small Firms" states that one of the key aims of Government policy is to encourage economic
development. Local planning authorities have to ensure that there is sufficient land available, in terms of quantity and quality, for the expansion of industry and commerce. Particular emphasis is placed on the need to re-use existing urban sites and property. The guidance also suggests that development should only be prevented or restricted where this would serve a clear planning purpose or where it is incompatible with environmental objectives.

4.3.2 The White Paper 'This Common Inheritance' highlights the link between global warming and the demand for travel. At a strategic level this is interpreted as a need to limit the growth of long journeys to work and to promote the use of public rather than private transport. Development plans are seen as the means of resolving problems of pursuing competing objectives.

4.4 Industrial Strategy

4.4.1 The need to ameliorate the effects of national economic trends on the local area has resulted in the expansion of economic development activities by many agencies including local government. Joint action is considered necessary by the County Council to obtain maximum value from scarce resources. The nature and intensity of these activities has varied, but the objective and the means of achieving them remain the same - the pursuit of economic growth through the provision of industrial land, premises, infrastructure, financial incentives, and training.

4.4.2 The successful regeneration of Mid Glamorgan's economy will depend on it's continued diversification. The provision of a balanced portfolio of industrial land and property is an essential component in the process of encouraging and enabling economic development.

4.4.3 Many of the sites presently identified for industrial use are within the urban environment, close to other employment intensive uses and well served by local roads and public transport. Others are on the fringe of the urban environment, while some are the subject of land reclamation schemes. It is vitally important that these derelict, vacant or under-used sites and premises are brought back into productive use. The successful regeneration of these areas will remove urban blight and provide suitable accommodation for local businesses to start up or expand. The ability to achieve economic development on local sites within the County is an important means of limiting the need for future growth in long distance commuting. This will support the key economic and social objectives by improving local workforce participation rates and raising household incomes, and can contribute to environmental objectives by limiting CO2 emissions.

4.4.4 Some greenfield sites have also been allocated for industrial use. These will generally be required to attract businesses whose requirements cannot be met through the reclamation or refurbishment of derelict land and vacant premises. These greenfield sites have been selected because of their topography and their locational relationship with existing industrial uses (or lack of them) and the highway network. The larger more attractive sites tend to be within easy reach of the M4 and A470. A number of these sites have been selected for special employment purposes. It is intended that these sites are afforded special protection from competing uses including inappropriate industrial and commercial development.

4.4.5 Industrial land is a finite resource which diminishes with each successful development. It must therefore be carefully managed to ensure that each site is developed to it's full potential without damaging the environment. Each industrial development proposal should be assessed against factors such as the availability of alternative existing sites, residential areas, access to the road network, traffic generation and car parking provision and the emissions of noise, smell and noxious pollutants. Where the proposal requires the development of a greenfield site which has not been allocated for development, an Environmental Impact Assessment would normally be required. Priority will be given to the need to protect good quality agricultural land, local and strategic landscapes and the conservation of the countryside.

4.5 Retention and Expansion of Existing Industrial Uses

4.5.1 The changing land use requirements of modern industry have tended to discourage the use of older industrial premises. These have fallen into disrepair and are often left under-used or vacant. In August 1993 the County Council's industrial property register showed over 2.9 million sq.ft. of floorspace available for lease or for sale. Were this space to be used to it's full potential, assuming an employment density of 3 employees per 1,000 sq.ft, it could accommodate a further 8,700 employees. Further floorspace could also become available from potentially redundant sites, ie those where the present occupant has demonstrated to the local planning authority that the existing use will not continue.

4.5.2 To stimulate private investment in existing premises a continuing programme of Industrial Improvement Area (IIA's) declarations has been established. Financial assistance is given through various schemes targeted at private businesses to encourage the improvement, extension, conversion and re-use of urban land and property. The County Council will continue to seek funding from the Welsh Office, the WDA, the EEC and other sources to continue its own programme of urban renewal and support the activities of other authorities and agencies contributing to the same objectives.

4.5.3 The regeneration and re-use of industrial and commercial premises will strengthen local employment opportunities, achieve a more self-reliant community, help stabilise the level of out-commuting and reduce the pressure for development on green field sites. New uses or intensification of existing uses should not however, lead to detrimental effects on the amenity of the surrounding areas. The industrial uses proposed on these sites are
classes B1, B2 and B8 of the Town and Country Planning Use Classes Order 1987 (see appendix 2).

**E1** THE REDEVELOPMENT OF UNDER-USED, VACANT OR POTENTIALLY REDUNDANT SITES FOR B1, B2 AND B8 USES, WILL BE PERMITTED, SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - AND THE MAINTENANCE OF LOCAL AMENITY.

4.5.4 There are many vacant buildings in urban areas that are capable of conversion to employment generating uses. Some of these buildings may be of architectural or historical importance or make a significant contribution to the townscape. It is important that their refurbishment and re-use is not only sympathetic to the existing structure in terms of the design and materials used, but that the use does not detract from residential amenity by means of noise, pollution, unsociable hours of operation or the generation of excessive levels of vehicular traffic.

**E2** THE CONVERSION OF SUITABLE BUILDINGS IN URBAN AREAS FOR BUSINESS USES (B1) WILL BE PERMITTED SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - COMPATIBILITY WITH THE STRUCTURE AND SIGNIFICANCE OF THE BUILDING AND THE MAINTENANCE OF LOCAL AMENITY.

4.6 Expansion of existing Industrial Sites

4.6.1 It is important that established industries are encouraged to remain within the County. Where an established business proposes to expand its operations onto an adjacent site, the development should be encouraged subject to detailed local planning policies, particularly with regard to the definition of settlement boundaries.

**E3** WHERE POSSIBLE LAND ADJACENT TO EXISTING INDUSTRIAL PREMISES WILL BE RELEASED TO ACCOMMODATE EXPANSION SUBJECT TO TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION
AND ACCESS - THE CONSERVATION OF THE ENVIRONMENT, AND THE MAINTENANCE OF LOCAL AMENITY.

4.7 Industrial Land Need and Allocation

4.7.1 The industrial land use strategy must ensure that there is sufficient land to be able to meet the development needs of industry and commerce and the employment needs of the population for the duration of the development plan. However local planning authorities can only encourage and enable economic growth and must respond to the demands of industry. It is therefore important that the portfolio of industrial sites is not only capable of meeting employers evolving requirements in terms of its size and quality but can respond quickly to increases in the demand for land from businesses wishing to start up or relocate.

4.7.2 The first alteration to the Approved Structure Plan established the principle of a "land bank." The land bank contains a range of sites, drawn from the overall land supply/ allocation, which are capable of either immediate development or of being brought forward for development in no more than one year. As these sites are developed, the land bank will need to be replenished. The maintenance of an industrial land bank will improve a planning authority's ability to respond to demands for industrial land.

4.7.3 Between June 1985-91, approximately 150 hectares of land were developed for industrial and commercial purposes - an average annual development rate of 25 hectares. Extrapolating this development rate over the duration of the development plan, about 375 hectares would be needed for the duration of the plan period (see Fig. 3).

4.7.4 The method of assessing the population's future employment needs relies on projections for population growth, economic activity rates, the composition of the supply of labour and employment densities. The application of economic activity rates forecasts produced by the
### County Council

To estimates of the future population of working age, suggests that the future economically active population could increase by 14,200 from its 1991 level of 227,800, to 242,000 by 2006.

#### 4.7.5

If the number in employment, including the self-employed and those on government training schemes, remains at the 1991 Census level, the above increase would lead directly to unemployment levels (the "job gap") of about 43,000 (Table 4). Assuming an average employment development density of 50 jobs per hectare, and that all new jobs are provided on new sites, 305 hectares would be needed to accommodate the projected increase to restore 1991 levels of unemployment. To reduce unemployment to its lowest point achieved in the last 10 years (17,485 in June 1990) would require 531 hectares, while to reduce this to zero 882 hectares would be needed (FIG 4).

#### 4.7.6

Approximately 640 hectares of land on 165 sites are presently available for industrial development. As indicated above at past rates of development this exceeds the projected requirement for the duration of the plan. Fully developed, these sites could potentially accommodate about 33,000 employees, and thus have the effect of reducing the level of unemployment to 12,000 by 2006. In addition, the premises presently available for sale or lease could accommodate a further 8,700 employees if they were all operating at capacity. Further sites or premises in developed areas may also become available arising from the operation of policies E1, E2, and E3.

#### 4.7.7

On the basis of the above the County Council is of the opinion that the present range, quality and distribution of industrial sites in the county is capable of accommodating the anticipated needs of industry and commerce, as indicated by past development rates, and is adequate to provide for the employment needs of the population during the plan period. Policy E4 is thus proposed on this basis.

#### 4.7.8

Each of the sites that comprise the allocation in E4, has been subjected to a considerable amount of evaluation via the planning process. The sites have either been granted planning permission, identified in local plans or are presently being proposed in draft district wide local plans.

### Table 4

#### Projected Employment Need 1991-2006

<table>
<thead>
<tr>
<th>District</th>
<th>CYNON VALLEY</th>
<th>MERTHYR TYDFIL</th>
<th>Ogwr</th>
<th>Rhondda</th>
<th>Rhymney Valley</th>
<th>Taff-Ely</th>
<th>Mid Glamorgan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economically Active Population</td>
<td>26,128</td>
<td>23,747</td>
<td>58,712</td>
<td>30,519</td>
<td>43,907</td>
<td>43,723</td>
<td>226,736</td>
</tr>
<tr>
<td>Unemployed</td>
<td>3,906</td>
<td>3,462</td>
<td>6,335</td>
<td>4,948</td>
<td>5,963</td>
<td>4,221</td>
<td>28,135</td>
</tr>
<tr>
<td>Govt Training Scheme</td>
<td>692</td>
<td>540</td>
<td>681</td>
<td>682</td>
<td>815</td>
<td>579</td>
<td>3,989</td>
</tr>
<tr>
<td>Working in Area</td>
<td>16,150</td>
<td>19,690</td>
<td>46,050</td>
<td>17,230</td>
<td>26,800</td>
<td>40,960</td>
<td>166,990</td>
</tr>
<tr>
<td>Net Out Commuting</td>
<td>5,380</td>
<td>55</td>
<td>5,636</td>
<td>7,559</td>
<td>10,329</td>
<td>2037</td>
<td>26,922</td>
</tr>
</tbody>
</table>

#### Economic Active Population 2006

<table>
<thead>
<tr>
<th>District</th>
<th>27,251</th>
<th>25,031</th>
<th>61,412</th>
<th>30,911</th>
<th>47,233</th>
<th>50,146</th>
<th>241,984</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lost Those Employed</td>
<td>22,232</td>
<td>20,285</td>
<td>52,377</td>
<td>25,571</td>
<td>37,044</td>
<td>40,585</td>
<td>198,984</td>
</tr>
</tbody>
</table>

#### Potential Job Gap

<table>
<thead>
<tr>
<th>District</th>
<th>5,029</th>
<th>4,746</th>
<th>9,035</th>
<th>5,340</th>
<th>9,289</th>
<th>9,561</th>
<th>43,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Growth in Job Gap</td>
<td>1,123</td>
<td>1,284</td>
<td>2,700</td>
<td>392</td>
<td>3,326</td>
<td>6,423</td>
<td>15,248</td>
</tr>
</tbody>
</table>

#### Land Required to Maintain 1991 Level of Unemployment

<table>
<thead>
<tr>
<th>District</th>
<th>22,5</th>
<th>25,7</th>
<th>54,0</th>
<th>7,8</th>
<th>66,5</th>
<th>128,5</th>
<th>305,0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Required to Reduce Unemployment to Zero</td>
<td>100,6</td>
<td>95,0</td>
<td>180,7</td>
<td>106,8</td>
<td>185,8</td>
<td>212,9</td>
<td>881,7</td>
</tr>
</tbody>
</table>

Source: Mid Glamorgan C.C.
A LAND BANK COMPRISING A RANGE OF SITES NORMALLY DERIVED FROM THIS ALLOCATION, AND WHICH CAN BE DEVELOPED WITHIN ONE YEAR, WILL BE MAINTAINED IN EACH DISTRICT

4.7.9 The portfolio of industrial land is considered to be capable of accommodating most of the anticipated needs of industry and commerce over the plan period. The distribution, quality and availability of that land however varies between the districts.

4.7.10 Cynon Valley has about 95 hectares of land identified for general industrial use. Many of the sites are of a good quality, 55 hectares of which could be ready for development within one year. The main problem facing the area appears to be the ability to realise its development potential. The recent loss of Development Area status for the southern half of the Borough may now make the objectives of the joint venture between Cynon Valley, Mid Glamorgan County Council and the Welsh Development Agency more difficult to realise.

4.7.11 There are presently approximately 15 hectares immediately available in Merthyr Tydfil's industrial land bank. Additional sites will become available as land reclamation schemes are completed. Many of these sites are well related to the highway network and will improve the quality of the land supply in the medium term. The Borough faces a shortage of quality sites in the short term. Attention should be given to safeguarding the better sites from the possibility of development by competing uses.

4.7.12 Ogwr currently has about 40 hectares available in its industrial land bank, compared with about 150 hectares on other industrial sites under E4. Hence approximately 120 hectares of general industrial land are allocated in E4 and the Local Plan. If the Borough is to achieve the level of population growth envisaged in the Structure and the Local Plan without increasing its dependence on other travel to work areas as a source of employment, it is clearly important to ensure that sites presently not in the Borough's land bank become available as the current land bank is developed. The economy of the area together with the general accessibility and condition of the majority of these sites suggests this will be achievable.

4.7.13 The Rhondda Valley, because of its topography, continues to face a shortage of available industrial land. The Borough relies heavily on surrounding districts, notably Taff Ely, for new sources of employment opportunities. Despite the problems of the topography, the creation of suitable new industrial land arising from reclamation or redevelopment must remain a high priority. Existing sites must be protected from competing uses. This need was noted in the Panel's report of the first structure plan EIP in 1978, and remains relevant.

4.7.14 Rhymney Valley has approximately 80 hectares of industrial land capable of being developed within one year. The majority of these sites are situated in the middle and northern half of the valley. Their continued Develop-
4.8.3 The County Council also considers that since many of such sites are in the countryside beyond built up areas, only the special needs which they provide for has justified overriding established countryside policy. This adds weight to the need to retain these sites for special employment purposes and not accommodate alternative uses which do not require such specific locations. The location of many of the sites in the countryside, the need to provide an attractive on site environment for such industry, and the occasional proximity of residential development, demands that these sites are developed to the highest standards. The County Council therefore considers that design briefs should be prepared for each site to guide its further development.

4.8.4 Policy E5 makes five additions to the list of special employment sites contained in the Approved Structure Plan. The Sony development is included together with (following approval on appeal) a site to the south west of the M4, junction 35 at Pencoed. Also on the M4 a site at junction 33 is included subject to the resolution of access considerations. To the north along the A470 the former Abercynon Colliery will be promoted as a Valleys Business Innovation Centre. The Rhodycar site at Merthyr will also be protected for special employment purposes. Rhodycar should become available towards the end of the decade following the extension of the A470 and local land reclamation. Miskin Manor is retained but is already substantially developed for uses acceptable within the parkland setting. The County Council considers that any further development should be limited in scale to ensure the preservation of the historic buildings and parkland. Sites at Pontypridd and North Cornelly have been deleted.

E5 IN ADDITION TO LAND IDENTIFIED IN POLICY E4, SITES WITH GOOD ACCESS TO THE M4, A465 AND A470 WILL BE RESERVED FOR SPECIAL EMPLOYMENT PURPOSES AND WILL BE REQUIRED TO BE DEVELOPED TO A HIGH STANDARD. SITES CURRENTLY CONSIDERED SUITABLE FOR THIS PURPOSE ARE:

<table>
<thead>
<tr>
<th>SITE</th>
<th>ACCEPTABLE DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MID GLAMORGAN SCIENCE PARK</td>
<td>B1 USES, HIGH TECHNOLOGY INDUSTRY, COMPATIBLE B2 USES SPECIFICALLY REQUIRING LOCATION AT THE SITE</td>
</tr>
<tr>
<td>M4 JUNCTION 34 MISKIN MANOR</td>
<td>B1 USES, HOTEL OR OTHER LEISURE USES SUBJECT TO THE CONSERVATION OF THE HISTORIC BUILDINGS AND PARKLAND</td>
</tr>
<tr>
<td>ABERCYNON</td>
<td>B1 USES, MOTOR SERVICES, HOTEL, RESTAURANT, INNOVATION CENTRE, B1 USES</td>
</tr>
<tr>
<td>ABERCYNON COLLIER Y</td>
<td>B1 USES</td>
</tr>
<tr>
<td>RHODYCAR, MERThYR</td>
<td>B1 USES</td>
</tr>
<tr>
<td>SONY SITE (PHASE 2), PEnCOED</td>
<td>SONY RELATED B1 USES</td>
</tr>
<tr>
<td>M4 JUNCTION 35, PEnCOED</td>
<td>B1 USES</td>
</tr>
<tr>
<td>M4 JUNCTION 33, CAPEL LLANILLTERNE</td>
<td>B1 USES</td>
</tr>
</tbody>
</table>

SUBJECT TO THE RESOLUTION OF ACCESS CONSIDERATIONS.

4.8.5 It is accepted that further special employment sites may be required during the plan period. In particular the WDA has identified a current need for sites of over 15 hectares in the valley areas of the county with good access to the strategic highway network, which could assist inward investment in these areas, and require long term protection from alternative uses and site sub-division. Local Plans should investigate the potential for such sites, while favourable consideration would normally be given to them provided they are acceptable in terms of other development plan policies.

4.8.6 Proposals for industrial development on countryside greenfield sites not allocated under Policies E4 and E5 or any other development plan allocation would normally be subject to the general restrictions on development in the countryside indicated in Policy EV1. Such development proposals should be accompanied by an environmental impact assessment, and would have to justify the loss of countryside and environmental amenity against the economic benefits of the proposed development and why it cannot be accommodated on alternative, available sites. The study should also assess the effect the development would have on the existing highway network and travel to work patterns. Industrial development proposals on sites or premises in developed areas, not allocated under E4 and E5 would normally be subject to policies E1, E2 and E3.

4.9 Non Conforming Uses and Hazardous Substances

4.9.1 The regeneration of urban areas may involve the displacement of existing non-conforming uses including industries which manufacture, store or distribute hazardous substances. These industries may be environmentally undesirable, however, they can play an important part in the local economy. PPG4 makes it clear that development plans should provide specifically for such types of industry. Detailed site allocation will be a matter for local plans.
but policies E6, E7 and E8 should be taken into consideration. Land identified for the relocation of non-conforming industries should be carefully selected. Potential sites should be away from residential or environmentally sensitive areas. Their use should be controlled to minimise any detrimental affects for example caused by the emission of noise or smells.

**E6 WHERE POSSIBLE LAND WILL BE PROVIDED, IN SUITABLE LOCATIONS, TO ACCOMMODATE ANY LOCALLY DISPLACED NON-CONFORMING USE SUBJECT TO COMPATIBILITY WITH RELEVANT LOCAL PLAN POLICIES.**

4.9.2 Many industries have the potential to pollute the environment. There is growing public awareness about the long term effects these pollutants have, particularly those on the ozone layer. It is therefore desirable to control the development of industries that discharge pollutants and to discourage the development of those that are considered to be a threat to the health and safety of people, property and the environment.

4.9.3 Certain industrial processes and pipelines are, by virtue of the quantities of hazardous substances used or discharged, designated as notifiable installations. Applications to establish an industry which is required to comply with the Notification of Industries Hazardous to Health Regulations (NIHHS) and/or require consent under the Planning (Hazardous Substances) Act 1990 should be accompanied by an Environmental Impact Assessment. The Health and Safety Executive will be consulted to assess the risk that the notified installation might pose to the surrounding population.

4.9.4 Such a proposal will be considered on its merits subject to the site being segregated from nearby communities. Particular attention will be put on the ability of the local planning authority and other regulatory bodies to monitor and control any discharge of polluting materials and the ability of the regulatory bodies to prosecute should the agreed levels of discharge be exceeded.

**E7 INDUSTRIES WHICH EMIT POLLUTANTS WILL ONLY BE PERMITTED WHERE EMISSIONS CAN BE MONITORED AND CONTROLLED ADEQUATELY. WHERE NECESSARY THE LOCAL AUTHORITY MAY ESTABLISH A MINIMUM SEPARATION ZONE AROUND PERMITTED OR EXISTING PREMISES, WITHIN WHICH NEW DEVELOPMENT OTHER THAN THAT ANCILLARY TO THE INSTALLATION WILL NOT BE PERMITTED.**

4.9.5 Due to the urbanised nature of the county, the establishment of industries which import, store, manufacture, incinerate, dispose of or distribute defined dangerous substances and would be subject to The Control of Industrial Major Accident Hazards Regulations, will be strongly resisted.

**E8 THE DEVELOPMENT OF LAND FOR INDUSTRIES WHICH IMPORT, STORE, MANUFACTURE, INCINERATE, DISPOSE OF OR DISTRIBUTE HAZARDOUS SUBSTANCES WHICH ARE A POTENTIAL THREAT TO PEOPLE, PROPERTY OR THE ENVIRONMENT WILL NOT BE PERMITTED. WHERE SUCH DEVELOPMENT IS ALREADY IN EXISTENCE THE LOCAL PLAN WILL IDENTIFY A MINIMUM SEPARATION ZONE AROUND THE SITE WITHIN WHICH NEW DEVELOPMENT OTHER THAN THAT ANCILLARY TO THE INSTALLATION WILL NOT BE PERMITTED.**

4.10 University of Glamorgan

4.10.1 The University of Glamorgan makes a valuable contribution to the provision of educational, research and development facilities in the County. It is also an employment centre in its own right. The Approved Structure Plan Policy S54 presumes in favour of the expansion of the University. In recent years the University has experienced a significant growth in many areas of academic provision and student numbers, which have been successfully accommodated within the campus. With limited scope to accommodate further change on site, the University may propose additional sites to meet its projected accommodation needs. Policy E9 provides a framework for the consideration of proposals involving the existing campus and other areas.

**E9 DEVELOPMENT PROPOSALS FOR THE UNIVERSITY OF GLAMORGAN WHICH:**

1. **ENHANCE THE EDUCATIONAL OR ANCILLARY FACILITIES AND/OR THE ENVIRONMENT OF THE EXISTING CAMPUS AREA.**

2. **SEEK ADDITIONAL SITES FOR EDUCATIONAL OR ANCILLARY PURPOSES.**

3. **SEEK TO RE-LOCATE THE EXISTING CAMPUS.**

WILL BE FAVOURED SUBJECT TO THE MAINTENANCE OF LOCAL RESIDENTIAL AMENITY, THE CONSERVATION OF THE ENVIRONMENT AND TRANSPORTATION CONSIDERATIONS, ANY PROPOSAL INVOLVING THE RELOCATION OF THE CAMPUS SHOULD DEMONSTRATE THAT A BENEFICIAL AFTER USE WILL BE ESTABLISHED FOR THE EXISTING SITE.
5. HOUSING

Strategy Elements

- To make provision for the future housing needs of the population by identifying a sufficient amount of additional dwellings for each area.
- To cater for an adequate range of housing in each area by allowing extra provision capable of accommodating identified particular needs.
- To promote urban renewal by encouraging the use of urban sites and existing premises for new housing uses.
- To restrict the physical growth of settlements to reduce pressure for development on the countryside and the coalescence of built up areas.

5.1 Introduction

5.1.1 Provision of an adequate supply of housing land continues to remain a vital element of the Structure Plan strategy. One of its primary purposes is to provide a policy framework for more detailed Local Plans by indicating the overall levels of growth, its general distribution throughout the County and the nature and form of development. In addition relevant National and Regional policy has also been considered together with existing land supply, development rates, and environmental constraints on housing development.

5.2 Housing Trends

5.2.1 Between 1981 and 1993 16,893 new houses were built in Mid Glamorgan, with a marked slow down in completions after 1986. The late 1980's also showed a sharp decline in the number of demolitions.

5.2.2 On a District basis the highest building rates have been found consistently in Ogwr and Taff-Ely. In the Valley Districts the 1986-93 period saw a significant upturn in house building, particularly in Cynon Valley and Rhondda where Housing Associations have made a significant contribution. However, this still remains below the levels of Local Authority development achieved during the 1970's.

5.2.3 The level of house building together with a stabilising population implies that average household sizes are falling in the County. This appears to be a national trend, resulting from increasing numbers of elderly people, growth in the number of single person and lone-parent households and the tendency towards smaller families. Between 1981 and 1991 the County Council estimates that the average household size for the County fell from 2.88 to 2.64.

5.3 National and Regional Policy Guidance

5.3.1 PPG3, Land For Housing in Wales, provides the most comprehensive statement of Government policy on the provision of housing. As far as development plans are concerned the guidance places an emphasis on:

- the re-use of urban land, particularly as a means of relieving pressure in the countryside;
- the importance of local choice, for instance through the provision of low cost housing, in meeting the needs for new housing development; and
- an adequate 5 year supply of available land, the details of which should be incorporated in the most recently published Land Availability study
- a removal of the special presumption in favour of releasing land for housing where such land is in short supply.

5.3.2 These elements of Government guidance are seen as of particular importance to the Housing policies of the Plan. Whilst the Structure Plan does not make specific site allocations, the re-use of urban land and the provision of housing for identified specific needs, are considered to be essential in meeting the housing elements of the strategy. An adequate and wide choice of dwelling provision in certain areas is essential if people are to be given reasonable opportunities to remain in their local communities. In addition the re-use of urban land can help to relieve pressure on the countryside.

5.4 Dwelling Requirements

5.4.1 Draft policy H1 estimates the need for additional dwellings in the county 1991 to 2006, derived from the Plan Estimate of future population. This Estimate while reflecting the objectives of the strategy is also based on the 1991 Census and Registrar General's Mid Year Population Estimates, and the latest available information on household formation rates. The latter suggest continued reduction in average household sizes over the plan period. The policy indicates that an additional 27,380 houses will be needed during the plan period. This level of development, representing a building rate of over 1,800 per annum (23% above that achieved during the 1980's), is
considered necessary in order to accommodate the growth in the population and meet anticipated changes in household formation as well as allowing for a certain proportion of vacancies and demolitions. It also covers the requirements for specific types of housing, although in some cases additional allocations for particular circumstances may need to be made.

5.4.2. It is anticipated that the levels of additional housing need shown in H1 will form the basis for the total volume of housing land provision to be made in local plans. It is important to note here that no assumptions have been made concerning the detail of the level suggested, particularly any contribution to be made from minor sites under 0.5 hectares in size, or from conversions and changes of use. This is considered to be a matter for detailed local plan interpretation.

H1 SUFFICIENT LAND SHOULD BE MADE AVAILABLE BETWEEN 1991 AND 2006 TO ACCOMMODATE THE DWELLING NEEDS OF THE POPULATION. THESE ARE ESTIMATED TO BE:

<table>
<thead>
<tr>
<th>Area</th>
<th>Number of Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cynon Valley</td>
<td>2500</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>2600</td>
</tr>
<tr>
<td>Ogwr</td>
<td>7100</td>
</tr>
<tr>
<td>Rhondda</td>
<td>1800</td>
</tr>
<tr>
<td>Rhyndey Valley</td>
<td>5800</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>7500</td>
</tr>
<tr>
<td>Brecon Beacons</td>
<td>70</td>
</tr>
<tr>
<td>National Park</td>
<td>50</td>
</tr>
<tr>
<td>Mid Glamorgan</td>
<td>27350</td>
</tr>
</tbody>
</table>

THE DWELLING NEEDS OF THE POPULATION AND THE RATE OF HOUSING COMPLETIONS WILL BE MONITORED TO ENSURE THAT AT LEAST A 5 YEAR SUPPLY OF HOUSING LAND IS GENUINELY AVAILABLE AND MAINTAINED IN EACH DISTRICT.

5.4.3 While it is necessary to provide for a certain amount of flexibility and choice in allocating the H1 requirement this should not result in unjustifiable development of additional greenfield sites in the Countryside, beyond settlement boundaries. As PPG3 notes it is important to make full use of land within urban areas while accepting greenfield countryside sites will still be needed. Allocations involving the latter should therefore have full regard to government policy for the protection of the countryside.

5.4.4 Most of the H1 requirement less completions 1991-93 has already been established as the available housing supply in the 1993 Joint Land Availability Study of the County published annually by the Land Authority for Wales (LAW). On a district basis, additional housing will be required to meet H1 in Merthyr Tydfil, Rhyndey Valley and Taff Ely while existing supply levels exceed H1 requirements already in Cynon Valley, Ogwr and Rhondda (table 4 and Fig 5). However, 58% of the total supply for the county as a whole, rising to 80% in Rhondda, falls into Category 3 sites on which there are likely to be development constraints. Local Plans should give close attention where possible, to how much of the supply can be considered to be realistically available, and thus included in the plan allocation, prior to deciding whether further allocations should be made to satisfy the H1 requirement.

5.4.5 Additional housing land may be necessary in future because certain sites within the existing housing land supply may ultimately prove not to be genuinely available for development despite their allocation in the Local Plan. In other situations there may be a local shortage of suitable sites which may require the release of further land in that locality. These circumstances are particularly important in view of the requirement to maintain at least a 5 year supply of readily available housing in each district.

5.4.6 The provision of housing land in excess of H1 in Local Plans or the release of further countryside greenfield land where the existing supply (as identified in the LAW land availability reports) meets or already exceeds this level must be justified. Such a requirement will normally relate only to sites over 0.5 hectares since new minor sites below this size taken individually, are unlikely to lead to demonstrable over provision. It is therefore clear that to minimise these circumstances, local plans should pay great attention to whether proposed allocations for housing in H1 are feasible and are appropriate to the needs of each locality within a district.

5.5 New residential development in the Countryside

5.5.1 In addition to the general allocations made in H1, and the need to limit pressure on general residential development in the countryside, there are specific circumstances where a countryside location may be considered acceptable for residential development. PPG3 stresses that the need for social housing is a material planning consideration which may properly be taken into account in formulating development plan policies. Where there is a demonstrable lack of affordable housing to meet local needs, authorities may indicate an overall target for the provision of affordable housing throughout the plan area.

5.5.2 The need for affordable housing depends on many factors, particularly those relating to house prices, wage levels, the degree of access to the rented sector and the number of additional households likely to be formed in key age-groups. The Plan estimate forecast suggests that the number of households will increase up to 2006. Although it is expected that the number of younger households will decline, this will be compensated for by increases in the number of older households, mainly in Rhondda, Rhyndey Valley, Taff Ely and Ogwr. In addition there may also be increasing pressures for new housing arising from particular groups within the population. For instance the provision of "sheltered accommodation" and retirement homes may require particular site considerations which cannot be met elsewhere.
## Table 5

### Housing Requirements 1991-2006 and Land Availability

<table>
<thead>
<tr>
<th></th>
<th>Housing Requirements 1991-2006</th>
<th>1993 Land Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cynon Valley</td>
<td>2200</td>
<td>100</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>2200</td>
<td>100</td>
</tr>
<tr>
<td>Ogwr</td>
<td>6400</td>
<td>700</td>
</tr>
<tr>
<td>Rhondda</td>
<td>1600</td>
<td>100</td>
</tr>
<tr>
<td>Rhymney Valley</td>
<td>5500</td>
<td>300</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>7100</td>
<td>400</td>
</tr>
<tr>
<td>Mid Glamorgan</td>
<td>25000</td>
<td>1700</td>
</tr>
</tbody>
</table>

**Notes:**
- 5 year land (Column 9) = LAW categories 1, 2 & 2* + Houses Under Construction + Estimate for Small Sites + Section 106 Agreement
- Column 12 does not take account of any proposed allocations made in draft District-wide Local Plans.
- (x) = Number of Housing Plots Available
- (1) = Includes 50 Houses in Brecon Beacons National Park not incorporated in Cynon Valley & Merthyr Tydfil Figures

*Source: Mid Glamorgan C.C., LAW 1990*
5.5.3 Although it is not appropriate for the Structure Plan to lay down firm targets the County Council considers that all Local Plans should consider the need for the inclusion of policies for the provision of an element of affordable housing. This may be achieved by negotiation with developers, as outlined in PPG 3. Where such provision within the allocated land supply is impossible and an unmet need for low cost housing can be identified, additional releases outside of settlements may be permitted, provided there are no conflicts with other development plan policies.

5.5.4 PPG 3 also draws attention to the need to make available a number of sites capable of meeting the selective housing needs of senior management. This is suggested may assist the establishment of new enterprises and stimulate local economic growth. Although this can be interpreted as an established need already justified by government policy, this should not compromise existing environmental policy. Where additional proposals are made to sites of this kind specifically allocated in local plans, it will also be necessary to demonstrate why allocations already made fail to satisfy this specific particular need. Criterion 1 of policy H2 considers the issues referred to above together with other specific housing needs normally associated with countryside locations.

5.5.5 The second criterion the policy refers to cases of limited infill and small scale rounding off of settlements up to logical boundaries. Where such sites fall outside settlement boundaries defined on local plan proposals maps, they should therefore be considered as countryside, and hence applicable to H2. In cases where such boundaries are determined by reference to the existing built up area, they should also be considered as countryside sites. Other cases would normally be considered under H3.

H2 THE PROVISION OF ADDITIONAL LAND FOR NEW HOUSING BEYOND THE REQUIREMENTS OF H1, ON GREENFIELD SITES IN THE COUNTRYSIDE OUTSIDE SETTLEMENT AREAS AS DEFINED IN LOCAL PLANS, WILL ONLY BE PERMITTED WHERE:

1. IT IS CONSIDERED NECESSARY TO PROVIDE FOR PARTICULAR IDENTIFIABLE NEEDS (INCLUDING AFFORDABLE HOUSING FOR SENIOR MANAGEMENT AND FOR FORESTRY AND AGRICULTURAL WORKERS), OR
2. THE PROPOSAL REPRESENTS LIMITED INFILLING OR SMALL SCALE ROUNDING OFF OF SETTLEMENTS UP TO LOGICAL BOUNDARIES, AND
3. THE PROPOSAL IS ACCEPTABLE IN TERMS OF TRANSPORTATION CONSIDERATIONS - INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS - THE CONSERVATION OF THE ENVIRONMENT, AND THE PROVISION OF UTILITY SERVICES.

H3 PROPOSALS FOR RESIDENTIAL DEVELOPMENT ON SITES WITHIN SETTLEMENT AREAS AS DEFINED IN LOCAL PLANS, WILL BE PERMITTED WHERE THIS INVOLVES:

1. NEW RESIDENTIAL DEVELOPMENT ON DERELICT, UNDEVELOPED, POTENTIALLY REDUNDANT OR UNDER-USED LAND WHERE THIS DOES NOT CONFLICT WITH USES IDENTIFIED IN LOCAL PLANS OR
2. THE RESTORATION AND CONVERSION TO RESIDENTIAL USE OF SUITABLE BUILDINGS, INCLUDING VACANT FLOORSPACE ABOVE RETAIL UNITS, PROVIDING THE PROPOSALS ARE CONSISTENT WITH THE SCALE AND NATURE OF THE EXISTING BUILDINGS.

5.6 Residential Development Within Settlements.

5.6.1 Much of the land already committed to residential development forms extensions to the existing built up area. However, the optimum use of land and buildings within existing settlements for uses including residential use is an important means of reducing development pressures on greenfield sites. Here the land reclamation programme can contribute to the provision of residential sites. This emphasis on the use or re-use of urban land is reflected in government policy as expressed in PPG3(Wales).

5.6.2 There are also a number of vacant and underused buildings in many settlements which could be converted into residential use, including vacant floorspace above shops. The re-use and occupation of these buildings, for example using "over the shop schemes", would be a major step towards the regeneration of urban areas and complement local authorities' efforts to renew commercial centres. The suitability of the development in terms of the land use of the premises and the locations involved would be a matter for local interpretation, taking into account the need to consider the nature of the building involved. The conversion of rural buildings outside urban areas should be considered against policy EV3.
Fig. 5

Housing Requirements & Land Availability 1993-2006

Projection of 1986-93 Annual Average Dwelling Completions

Category 3(i) & 3(ii) Sites

5 Year Land

1993 Land Availability

1993-2006 Housing Requirements

Kilometres

0 2 4 6

Miles

CYNON VALLEY

IOWTRA

RHONDDA

TAFYLLY

RHONDDA VALLEY
5.6.3 Good design is a principle which the County actively pursues where it acts as an implementing agency and encourages in all types of development. Specific issues relating to the design and layout of residential developments are detailed non strategic development control matters which are best dealt with by local plans. The County Council would however, wish to support the need for adequate design standards to be incorporated in local plans, including consideration of design for crime prevention.

5.6.4 The County Council considers that strategic guidance will be useful in controlling the density of residential development across the County in gross and net terms. The over development of residential land and the inadequate provision of open space, car parking and other facilities, in an urban or rural location, could be detrimental to amenity, place a strain on the infrastructure and prejudice environmental policies. Similarly under development involving very low densities could lead to pressure to develop additional land and thus also prejudice environmental policies. Suitable residential densities should therefore be determined on the basis of local circumstances but should reflect the general principle that development should not damage the character and amenity of established residential areas. PPG3(Wales) does indicate however, that the provision of higher density housing for special needs may lead to circumstances where some flexibility is needed. The basis of proposed policy H4 was established by the Secretary of State in the Approved Structure Plan to apply to high quality residential environments. In the desire to seek the continued improvement of existing urban areas, there is good reason to apply this concept on a wider basis.

H4 HOUSING PROPOSALS WILL NOT NORMALLY BE PERMITTED WHICH INVOLVE

- HOUSING DENSITIES WHICH ARE OUT OF CHARACTER WITH THOSE OF ADJOINING RESIDENTIAL AREAS, OR
- INSENSITIVE OR INAPPROPRIATE INFILLING WITHIN OR ADJOINING EXISTING RESIDENTIAL AREAS.

5.7 Re-use of sites developed for institutional purposes in the Countryside.

5.7.1 Over the plan period it is likely that a number of sites currently developed for institutional purposes, such as hospitals, will become redundant. Many of these sites are located in the countryside. In planning for their future the County Council believes that the main aim would be to ensure they can be used for purposes compatible with their countryside location. Normally this should involve an assessment of whether any form of institutional use can continue. Where there is little prospect of this occurring other uses are considered preferable to allowing the buildings to remain unoccupied. In many instances, for example in the case of proposals for residential use, it should often be possible for the existing buildings to be converted requiring only minor alterations to the site. This is considered to be essential where buildings of architectural or historic merit are involved or where there are important gardens or landscapes on the site. Where existing buildings either wholly or in part are unsuitable for conversion, the County Council believes that the aim should be to ensure that the impact of the development on the countryside is no greater than that of the existing development. Any redevelopment should not lead to a substantial increase in the gross developed area of the site, while transportation matters and the need to conserve the environment should also be considered. Policy H5 is therefore proposed to deal with conversions or redevelopment of institutional sites in countryside locations beyond settlement areas. It is anticipated that sites adjacent to settlements will be defined as within that particular area, and will therefore be dealt with under H3 or E1 for example. Retailing and leisure proposals will also be subject to other appropriate plan policies. The conversion or alteration of rural buildings, usually involving small sites, is considered under EV3.

H5 PROPOSALS FOR DEVELOPMENT ON SITES DEVELOPED FOR INSTITUTIONAL USES IN COUNTRYSIDE LOCATIONS WILL ONLY BE PERMITTED WHERE

1. THE FORM BULK AND GENERAL DESIGN OF BUILDINGS AND LANDSCAPES ON THE SITE ARE RETAINED, WHERE BUILDINGS OR GARDENS OF ARCHITECTURAL OR HISTORIC MERIT ARE INVOLVED OR WHERE EXISTING BUILDINGS OR PART OF THEM ARE UNSUITABLE FOR CONVERSION, ANY PROPOSED REDEVELOPMENT SHOULD NOT RESULT IN A MAJOR INCREASE OF THE GROSS FLOOR AREA OF THE EXISTING DEVELOPED AREA OF THE SITE.

2. THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS, AND THE CONSERVATION OF THE ENVIRONMENT

5.8 Gypsy Sites

5.8.1 The County Council has provided a site for gypsies at Glynmill, Merthyr Tydfil under the Caravan Sites Act 1968. The number of vans at this site appears to have been falling for some years. In addition a private site in Rhymney Valley provides further accommodation. In view of the constraints on local authority finance, and the continuing levels of spare capacity on existing sites, the County Council considers the present level of provision satisfies current obligations, and will be unable to provide further sites itself. Applications for private sites will be considered in terms of relevant Structure and local plan policies.
6. ENVIRONMENT

STRATEGY ELEMENTS

- To protect the countryside for its own sake by restricting development to that which is appropriate for such locations.
- To protect important features of the natural and built environment of the county by introducing special designations and controls.
- To seek the enhancement of the rural economy in the county taking into account the need to maintain a viable agricultural sector.

6.1 Introduction

6.1.1 The Structure Plan has always contained policies which dealt with Landscape and Conservation issues. The present review continues this theme but will deal with natural features, such as important landscape and habitats, and man made features, such as significant buildings landscapes and archaeological remains, under the general heading of Environment. The chapter will deal largely with development beyond the existing and proposed limits of settlements and built up areas, which will be referred to generally as 'the countryside'. Countryside and settlement areas will normally be defined in local plans.

6.1.2 Mid Glamorgan's environment contains many natural and man made features of importance, which are often vulnerable to loss or damage. Although many of these features have received 'official' designations affording special protection many others are worthy of inclusion in development plans. This is supported by the recognition of the importance of environmental issues, in the White Paper 'This Common Inheritance', and more recently in the UK Sustainable Development Strategy (Jan 1994). The latter identifies the planning system as a 'key instrument in delivering land use and development objectives that are compatible with the aims of sustainable development.' Recognising the increased status of development plans it further suggests that 'the principles of sustainable development can be reflected in every planning decision relating to land use, as local planning authorities make progress in their plan preparation.' The present review of the Structure Plan seeks to introduce a countywide system to protect features acknowledged by local authorities to be important to the environment. In addition to the review of the Plan, the County Council in conjunction with the District Councils, intends to produce a series of non statutory documents relating to the management of the environment. The first of these dealing with a Strategy for the Countryside was approved in 1994.

6.1.3 PPG12 requires Structure Plans to produce broad land use environmental policies, particularly those related to the conservation of natural and built features. Also important is the enhancement of the best areas, and the maintenance of the character and diversity of the countryside together with its wildlife habitats. To contribute to the achievement of sustainable development aims, policies in development plans should ensure that the sum total of decisions in the planning field do not deny future generations the best of today's environment. Within this overall guidance additional detailed guidance notes have been produced so far, such as PPG7 'The Rural Economy', PPG16 'Archaeology and Planning' and PPG20 'Coastal Planning'. Further guidance is expected on other environmental subjects.

6.1.4 PPG 7 contains an overall strategy for the countryside and the rural economy, and recognises the importance of protecting the countryside for its own sake. Important to this aim is the protection of agriculture as a custodian of the countryside, whilst recognising that suitable agricultural diversification and some non agricultural development may provide an important means of achieving this.

6.1.5 PPG16 aims to protect and enhance the best of the archaeological environment. Here strong emphasis is placed upon preservation of sites in situ where affected by development, or 'by record' where this is not possible. Development plans should indicate which important sites will be preserved where known.

6.1.6 PPG20 recognises the coast as an important national resource, and requires development plans to acknowledge its special character. The guidance also notes that much of the coast is already covered by nature conservation and landscape designations which have proved effective in controlling development. However, this has tended to channel pressure to undesignated areas, suggesting a need for additional protection. The Mid Glamorgan coastline in Ogwr is already largely covered by existing national and development plan designations including the Heritage Coast, Kenfig NNR and Membury Mawr Warren SSSI, while basic countryside protection policies underpin these designations. Most of the remaining coastal area forms the urban area of Porthcawl. It is therefore considered that no further strategic policies are required to secure protection specifically for the coastal area and the basic objectives of PPG20 are satisfied.
6.1.7 The government recognises the importance of the planning system for maintaining Biodiversity (in the diversity of habitats and species, and the genetic variation within species) and has set out its policies in the UK Strategy for Biodiversity (Jan 1994). This document recognises that increasingly, wildlife and beautiful landscapes are regarded as explicit products of land management to be sought directly rather than expecting them to emerge as a by-product of other goals, such as food production. The objective of conserving the abundance and diversity of British wildlife and its habitats, or minimising the adverse effects on wildlife where conflict is unavoidable is reaffirmed. The need for land use planning to reflect these objectives and have proper regard to nature conservation outside designated sites are clarified in the policy guidance on Nature Conservation (PPG9 England). The government has also published Regulations to implement the EC Habitats Directive. These provide for the designation of areas for the protection of species and habitats, and the control of damaging activities. A new category of 'Europan protected species' of plants and animals, which includes species present in Mid Glamorgan is thus provided with additional protection.

6.1.8 Characteristic of the thrust of present national planning policy is the need to identify a balance between the protection of environmental interests and the needs for development related to social welfare or economic considerations. Such a balance would involve the assessment of the importance of the environment, in terms of its quality or its distribution, compared with the level of importance of the development. In this way it is intended that development which conflicts with areas and features of major importance, will only take place in exceptional and unavoidable circumstances. In other cases measures should be taken to reduce the conflict to acceptable minimum levels before development occurs. Replacement Structure Plan policies are presented below with this in mind.

6.2 Development in the Countryside

6.2.1 As indicated above, environmental policies will deal essentially with the countryside which PPG7 indicates should be protected for its own sake. A new policy EV1 is therefore introduced, which maintains a general restriction on most development in the countryside as the starting point for the consideration of relevant proposals.

6.2.2 The County Council does accept that some forms of development are appropriate for the countryside, however, and these need to be assessed within a specific framework. In particular PPG7 recognises the need to encourage rural enterprise and to accommodate local industry and commerce where possible. However, Mid Glamorgan does not have a prominent rural economy, and the majority of the aims associated with PPG7 can be accommodated within existing settlement. The County Council does accept the need to maintain a viable agricultural sector, both in terms of its role in the rural economy and the protection of the countryside. In this context appropriate schemes for diversifying farm economies could make a major contribution to these aims. The 'Farm Diversification Scheme - Welsh Office Agricultural Department (WOAD) 1988', provided a list of potentially eligible projects, including a limited number of leisure related schemes. Although this scheme has now closed, the County Council considers the list of schemes involved to be a useful guide to what could be acceptable. Where a farm diversification scheme involves a leisure use it would be considered under L1 and where appropriate L2.

6.2.3 The County Council also accepts that some development proposals which do not benefit directly the rural economy can take place appropriately in the countryside. Such proposals involve the following, and are dealt with as indicated:

- Controllable development related to agriculture and forestry - dealt with in policies EV2 and EV11.
- Leisure developments which require countryside locations - dealt with in Chapter 11.
- PPG7 states new housing beyond established settlements should be strictly controlled. However, PPG3(Wales) indicates that new housing development on greenfield sites in the countryside, outside existing urban areas, may be justifiable in specific circumstances. These are referred to in policy H5.
- Conversions of existing rural buildings or the conversion/redevelopment of existing sites used for institutional purposes - covered by policies EV3 and H5.
- Land Reclamation sites in the countryside - dealt with in Chapter 8.
- Specific development or improvement of transportation facilities covered by Chapter 7.
- Developments involving utility services - dealt with in Chapter 12.

6.2.4 The remainder of the Environment section introduces a series of policies by which other developments proposed for a countryside location can be assessed in addition to the general restriction of EV1. These policies may strengthen the basic restriction on development in the countryside, where it leads to unacceptable detrimental effects on other important features. In order to overturn this and any specific restriction referred to in any of the relevant policies, it will be necessary to establish that there is an overriding need for a development at that location compared to the needs for site protection. In cases where a major development is proposed, an Environmental Impact Assessment would normally be required.
EV1 DEVELOPMENT IN THE COUNTRYSIDE WILL NOT BE PERMITTED EXCEPT FOR THAT IN THE INTERESTS OF AGRICULTURE AND FORESTRY, COUNTRYSIDE LEISURE, THE PROVISION OF HOUSING FOR SPECIAL NEEDS OR THE LIMITED INFILL AND ROUNDOFF OF SETTLEMENTS, THE CONVERSION OF RURAL BUILDINGS, CONVERSIONS /REDEVELOPMENT OF SITES USED FOR INSTITUTIONAL PURPOSES, MINERALS, LAND RECLAMATION, TRANSPORTATION OR UTILITY SERVICES.

6.3 Development Affecting Agricultural Land

6.3.1 The first Structure Plan was produced at a time when the protection of agricultural production and agricultural land was considered to be vital to the national interest. However, this situation has now changed considerably, in the light of large agricultural surpluses, changes in Government and EEC policy and the economy in general. PPG7 indicates that the loss of agricultural land of grade 3b or lower would not normally be opposed on agricultural land quality grounds. Higher quality land of grade 3a and above due to its versatility is regarded as a national resource for the future, so that considerable weight should be given to its protection. The guidance indicates that where development involves such land it should always be directed towards the lowest possible grade of land available, whenever there is a choice of sites. The value of low grade agricultural land as a wildlife resource contributing to overall biodiversity (particularly that which has been less intensively used for modern farming) has also been recognised, and the policy therefore also seeks to protect areas of environmental conservation interest. PPG7 also indicates that loss of part of a farm holding can have important implications for the rest of the unit. Such fragmentation or severance factors are viewed by the County Council to be an important consideration in supporting the rural economy by maintaining a viable agricultural sector. Policy EV2 is proposed to deal with these matters.

EV2 DEVELOPMENT WHICH IS LIKELY TO LEAD TO THE LOSS OF AGRICULTURAL LAND OF GRADE 3A AND ABOVE WILL NOT NORMALLY BE PERMITTED WHERE THE LOSS OF SUCH LAND IS INVOLVED. DEVELOPMENT SHOULD TAKE PLACE ON THE LOWEST POSSIBLE GRADES OF SUITABLE LAND SUBJECT TO ENVIRONMENTAL CONSERVATION INTERESTS, WHILE THE PROPOSAL SHOULD NOT BE LIKELY TO LEAD TO THE LOSS OF THE FARM UNIT.

6.4 The Conversion of Rural Buildings in the Countryside

6.4.1 The need to promote the rural economy in view of its role in conserving the countryside has been discussed above. PPG7 makes it clear that the conversion of existing rural buildings within the countryside, where acceptable, can contribute to this aim. Such acceptability will depend heavily upon the nature of the uses proposed, the existing setting of the buildings, and the nature of the proposed building and ancillary works, PPG7 also indicates clearly that particular care needs to be taken in respect of these matters where residential conversions are involved because such proposals often involve major alterations or extensions and the creation of residential curtilages which could be out of character with the buildings and their surroundings. Hence because of the specific requirements involved in residential conversions, buildings will not always be suitable for such uses. The guidance also suggests that it may be appropriate to apply principles similar to those used for new housing in the countryside.

6.4.2 Approved Structure Plan Policy S3 seeks to control this form of development of redundant buildings in the countryside. However, PPG7 states that development where acceptable in planning terms should no longer apply just to redundant buildings. However, appropriate action is suggested where abuse of the system is suspected. Policy EV3 is thus proposed as a modification to existing policy which maintains a substantial control on this form of development. Modifications are proposed to the detailed criteria of S3 to make them applicable over a wide area and thus capable of more detailed interpretation in local plans. An additional criterion has been added to take account of nature conservation interests which involve the building or its immediate surroundings. This could be particularly important where the building has been disused for a considerable period.

EV3 THE CONVERSION OF EXISTING RURAL BUILDINGS IN THE COUNTRYSIDE WILL NOT NORMALLY BE PERMITTED WHERE THE FOLLOWING CRITERIA ARE SATISFIED.

- THE BUILDINGS ARE STRUCTURALLY SOUND OR CAPABLE OF BEING MADE SO WITHOUT SUBSTANTIAL EXTERNAL ALTERATION OR RECONSTRUCTION.
- THE FORM, BULK AND GENERAL DESIGN OF THE BUILDINGS IS RESPECTED AND IMPROVED WHERE NECESSARY AND THE PROPOSAL IS IN SCALE AND SYMPATHY WITH THE SURROUNDING LANDSCAPE.
- THE PROPOSED USE IS COMPATIBLE WITH SURROUNDING RURAL LAND USES.
- THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, INCLUDING ACCESS, TRAFFIC GENERATION AND PARKING.
- ADVERSE EFFECTS ON NATURE CONSERVATION INTERESTS HAVE BEEN AVOIDED OR MINIMISED.

6.5 Protection of the Countryside Landscape

6.5.1 Planning guidance has always placed great emphasis on the protection of the countryside from the point of view of conserving the rural landscape. The Structure
6.5.2 PPG 7 confirms that additional locally defined non-statutory areas of high landscape value can be designated within structure and local plans, while the introduction of district wide local plans can provide a means for the introduction of a detailed coverage of the landscape, incorporating landscapes of varying scales of importance. The physical boundaries of national or regionally important areas are often well defined. However, landscapes considered to be of major significance to the county have not yet been defined in detail. The Structure Plan has always considered that the coalfield plateau and the sides of the main valleys are important in strategic terms, but has not attempted to define these areas. The introduction of district wide local plans can make this a realistic possibility together with the inclusion of other sites also considered to be of more local significance.

6.5.3 Policy EV4 therefore introduces 2 landscape categories: areas of great landscape value recognised by national designations, and other areas which are important to the landscape from a national, regional or district wide point of view, which do not have special protection outside of the development plan.

6.5.4 The first category includes the Glamorgan Heritage Coast and the National Park. Within these areas, development which is likely to have a detrimental impact on the landscape, would only occur in exceptional circumstances when the national interest outweighs the need to protect the natural beauty of these areas.

6.5.5 Areas within the second category are important to the regional and local character of South Wales. Within these areas it is suggested that development should not be allowed to proceed unless adequate measures can be taken to reduce any likely adverse visual effects to minimum acceptable levels. The Structure Plan key diagram identifies the general area of the coalfield plateau and the valley sides as a special landscape area due to their being visible over a wide area or from the major transport routes within the county. The Mid Glamorgan section of the Caerphilly Mountain Countryside Service (core) area, covering several local authority areas is also considered to form a special landscape area. It is intended that local plans should define these areas together with any additional landscapes considered worthy of protection, such as green wedges and local viewpoints etc.

6.5.6 Other areas of the countryside may contain specific items important to the local landscape which warrant protection and which could be adversely affected by a development proposal. Such features would not be specifically defined in local plans yet remain material considerations in the control of development. In such circumstances it would normally be for the local planning authority to establish the importance of the feature or area to be protected in the context of the proposed development.

6.5 DEVELOPMENT IN AREAS OF HIGH LANDSCAPE VALUE WILL BE CONSIDERED AS FOLLOWS:-

1. DEVELOPMENT WHICH WOULD RESULT IN UNACCEPTABLE LEVELS OF VISUAL INTRUSION ON THE NATURAL BEAUTY OF THE BRECON BEACONS NATIONAL PARK AND THE GLAMORGAN HERITAGE COAST - WILL NOT BE PERMITTED.

2. DEVELOPMENT WHICH WOULD LEAD TO VISUAL INTRUSION ON THE LANDSCAPE OF SPECIAL LANDSCAPE AREAS - WILL ONLY BE PERMITTED WHERE MEASURES CAN BE TAKEN TO REDUCE SUCH EFFECTS TO ACCEPTABLE LEVELS. SPECIAL LANDSCAPE AREAS WILL INCLUDE AREAS OF STRATEGIC IMPORTANCE (NAMELY THE COALFIELD PLATEAU AND VALLEY SIDES, AND THE CAERPHILLY MOUNTAIN AREA) AND OTHER AREAS OF LOCAL IMPORTANCE AND WILL BE DEFINED IN LOCAL PLANS.

6.6 Conservation of the Natural Environment

6.6.1 PPG12 establishes the need to consider nature conservation factors (including earth sciences e.g. geology and geomorphology) in arriving at balanced development decisions. There are already specific controls on development which may produce adverse affects on major sites designated as important to nature conservation. Such designations have always been recognised in Structure and Local Plan policy. However, as the DOE policy guidance on nature conservation makes clear (PPG9 - England), the need to conserve the natural environment is not confined to statutorily designated sites, while local plans should also maintain the conservation value of other sites of more local importance.

6.6.2 Sites within the First Category of EV5 will comprise of major designated or widely acknowledged sites together with their immediate surroundings, the protection of which from adverse development, is considered by PPG9 (DOE) to be in the national interest. Sites of national and international importance are also protected by the Habitats Directive (92/43/EEC) and the Birds Directive (79/409/EEC) which indicate that disturbance or damage should not be allowed. The Second Category will include those sites and their surroundings recognised as of strategic or local significance, and should be identified in detail in local plans. Development which is likely to have an adverse effect on such sites should not be allowed to proceed unless appropriate measures can be taken to reduce such effects to minimal acceptable levels. Additional sites not included in development plans which
nevertheless can be demonstrated by the local planning authority to be worthy of protection, should be considered as material considerations for development control purposes.

**EV5 DEVELOPMENTS AFFECTING SITES RECOGNISED AS IMPORTANT FOR NATURE CONSERVATION WILL BE CONSIDERED AS FOLLOWS:-**

1. DEVELOPMENT ON OR IN THE VICINITY OF NATIONALLY OR INTERNATIONALLY RECOGNISED SITES FOR NATURE CONSERVATION (INCLUDING SITES OF SPECIAL SCIENTIFIC INTEREST AND NATIONAL NATURE RESERVES), WHICH IS LIKELY TO LEAD TO THEIR DESTRUCTION OR DAMAGE - WILL NOT BE PERMITTED.

2. DEVELOPMENT WHICH WOULD DESTROY OR DAMAGE SITES OF STRATEGIC OR LOCAL IMPORTANCE FOR NATURE CONSERVATION AS DEFINED IN LOCAL PLANS (INCLUDING REGIONALLY IMPORTANT GEOMORPHOLOGICAL AND GEOLOGICAL SITES (RIG'S), ANCIENT AND ANCIENT SEMI - NATURAL WOODLANDS AND LOCAL NATURE RESERVES) - WILL ONLY BE PERMITTED WHERE SUITABLE MEASURES CAN BE TAKEN TO ENSURE THE SURVIVAL OF HABITATS, SPECIES OR FEATURES.

**6.7 Measures to Protect Sites Important for Nature Conservation**

6.7.1 In some circumstances under EV5 it may be possible for the need for a particular development within a specific site to be considered to outweigh adverse effects on nature conservation interests, and that measures need to be taken to ensure that habitats species or features will survive. In other cases a previously unknown potentially valuable site may be discovered as a result of considering the application. Clearly the value of a site should be ascertained in detail before a balanced decision can be taken. It may then be possible to seek the retention of part of the site or the replacement of sites where favourable circumstances apply. Policy EV6 is therefore proposed to encourage this approach where possible.

**EV6 BEFORE A DEVELOPMENT IS APPROVED WHICH DISTURBS OR DESTROYS A SITE IMPORTANT FOR NATURE CONSERVATION, PROVISION SHOULD BE MADE BY THE APPLICANT FOR**

1. A DETAILED EVALUATION OF THE NATURE CONSERVATION VALUE OF THE SITE AND
2. THE PROTECTION OF HABITATS, SPECIES OR FEATURES WITHIN THE SITE OR
3. WHERE THIS IS NOT POSSIBLE THE ESTABLISHMENT OF A SUITABLE REPLACEMENT SITE.

**6.8 Enhancement of Existing Sites Important for Nature Conservation**

6.8.1 In addition to the sites identified under previous policies there are likely to be many undesignated and possibly undiscovered sites which may prove worthy of higher status. Furthermore, it may also be possible to identify opportunities for the enhancement of existing sites. Many agencies can play a part in such identification, and the County Council will support the identification and designation of additional sites. With regard to existing sites the County Council in conjunction with other agencies where relevant will continue to favour and itself identify and carry out proposals for their enhancement, and encourage developers to do likewise.

**EV7 PROPOSALS FOR THE ENHANCEMENT OF EXISTING SITES OF IMPORTANCE FOR NATURE CONSERVATION WILL BE FAVOURED.**

**6.9 Rivers**

6.9.1 Rivers and their valleys feature strongly in the history of the County. They not only form significant features of the landscape, but are also important from a recreational viewpoint. As water quality has improved, due to the activities of the National Rivers Authority (NRA) and other agencies, the river banks have become increasingly important for wildlife. This is clearly identified in the Regulations to implement the Habitats Directive. The Structure Plan has sought consistently to improve both the appearance of the banks of rivers and to improve their recreational potential, with the main priority being the Taff Valley. In the view of the County Council this activity remains relevant but requires updating and extension to other areas for the present plan period. Policy EV8 thus represents a modified version of existing policy to be applied on a more general basis whilst reflecting the major conservation role of rivers and their banks. Any proposed improvements will therefore ensure that habitats recognised by the County Council as important, are avoided or not affected adversely.

**EV8 THE CONTINUED IMPROVEMENT OF THE APPEARANCE OF RIVER BANKS AND WHERE POSSIBLE THE IMPROVEMENT OF RECREATIONAL ACCESS TO RIVERS WILL BE FAVOURED, WHILST ENSURING THAT IMPORTANT HABITATS ARE AVOIDED OR NOT AFFECTED ADVERSELY, AND OPPORTUNITIES ARE TAKEN TO IMPROVE THEIR VALUE FOR WILDLIFE.**

**6.10 Protection of the Built Heritage**

6.10.1 Both the County and District Councils have carried out a series of environmental improvements to the built and the historic environment of the County, many of which are in designated areas such as CIA's and
conservation areas. Funding for such schemes has been derived from local authority capital programmes supported often on a 50% basis by the WDA. Due to overall restrictions on County Council financial resources, the capital programme for such schemes will be small, at least in the short term. The ability to carry out such schemes directly will therefore be seriously curtailed. The County Council believes however that it remains important to encourage and support the work of other organisations involved in implementing environmental improvement schemes in the county.

6.10.2 The protection of the most important features of the County's built heritage has also formed a major element of development plan policy at all levels, and is an accepted material consideration in the determination of development applications. Major features which include scheduled ancient monuments, and listed buildings, are recognised as worthy of special protection. However, planning policy guidance confirms that protection of other important features may be afforded by the development plan. For example, PPG16 Archaeology and Planning, establishes that the development plan may also be used to protect remains and features of more local importance. Mid Glamorgan contains many features worthy of such additional protection, recorded for example in the County Sites and Monuments Record maintained by the Glamorgan-Gwent Archaeological Trust. In addition the Cadw/ICOMOS registers of Landscapes and Parks and Gardens of Special Historic Interest will be available, together with the Gazetteer of Garden Landscape Sites of Local Importance, compiled by the Welsh Historic Gardens Trust. Local authorities including the County Council also hold a considerable amount of information concerning, historic buildings, conservation areas, and archaeology. All of this information should be incorporated into local plans, as a specific category of protection. PPG16 indicates that where nationally important archaeological features are affected there should be a presumption in favour of their preservation. For archaeological features of lesser importance local authorities will need to weigh their relative importance against the need for the proposed development. EV10 is therefore proposed to identify and provide protection to sites and their immediate settings recognised as having architectural, historical and archaeological importance which can be defined in detail in local plans.

EV10 DEVELOPMENT ON OR WITHIN MAJOR SITES OR FEATURES OF THE BUILT AND HISTORIC ENVIRONMENT WILL BE CONSIDERED AS FOLLOWS:-

1 DEVELOPMENT WHICH IS LIKELY TO DESTROY OR DAMAGE THE EXISTING CHARACTER OF ARCHAEOLOGICAL SITES OR ANCIENT MONUMENTS OF NATIONAL IMPORTANCE AND SINGLE OR GROUPS OF BUILDINGS DESIGNATED AS BEING OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST (INCLUDING LISTED BUILDINGS) - WILL NOT BE PERMITTED.

2 DEVELOPMENT WHICH FAILS TO PRESERVE, MAINTAIN OR ENHANCE WHERE POSSIBLE, THE EXISTING CHARACTER OF OTHER SINGLE OR GROUPS OF BUILDINGS, CONSERVATION AREAS OR OTHER FEATURES RECOGNISED AS BEING OF LOCAL ARCHITECTURAL OR HISTORIC INTEREST IN LOCAL PLANS (SUCH AS OTHER IDENTIFIED BUILDINGS AND HISTORIC PARKS, GARDENS AND LANDSCAPES), WILL NOT NORMALLY BE PERMITTED.

3 DEVELOPMENT WHICH IS LIKELY TO DESTROY OR DAMAGE THE EXISTING CHARACTER OF OTHER ARCHAEOLOGICAL SITES OR ANCIENT MONUMENTS - WILL NOT NORMALLY BE PERMITTED.

EV11 Policy Deleted

6.10.3 It is possible that in some cases the need for a development to proceed will outweigh any adverse effects on archaeological sites or ancient monuments. PPG16 acknowledges this possibility and recommends that a number of measures should be taken where possible, including for example the physical preservation of the site in situ. The guidance also stresses the need for early liaison between developers and archaeologists with a view to resolving conflict. Policy EV12 proposes a series of measures which can assist in resolving development issues.

EV12 BEFORE A DEVELOPMENT IS APPROVED WHICH IS LIKELY TO DESTROY OR DAMAGE THE EXISTING CHARACTER OF ARCHAEOLOGICAL SITES AND ANCIENT MONUMENTS, PROVISION SHOULD BE MADE FOR

1 AN EARLY ARCHAEOLOGICAL/ARCHITECTURAL EVALUATION OF THE SITE AND

2 ITS PRESERVATION IN SITU OR

3 WHERE THIS IS NOT POSSIBLE THE EXCAVATION, AND/OR RECORDING OF THE SITE AND THE RESCUE OF IMPORTANT ARTIFACTS.

6.11 Areas Subject to Flood Risks

6.11.1 PPG20, and Circular 68/92 indicate that development plans should include policies relating to development in flood risk areas. Only a small part of Mid Glamorgan is affected by estuarine flooding. However,
there are a number of areas in all districts of the County which can be subject to river flooding. Proposals in all areas liable to flooding are required to take into account adequate safeguards not only to protect them, but to consider the effects the development itself may have on flooding at the site or in other areas. This will include the nature of land drainage and the possible need to compensate for the loss of flood plain. In this context the comments of the NRA must be given substantial weight.

**EV13 Development (Including the raising of land), which would be at direct risk from flooding, or be likely to increase the risk of flooding elsewhere - will not be permitted.**

### 6.12 Trees and Woodlands

6.12.1 Native broadleaved woodlands and hedgerows are significant elements of the natural landscape of many parts of the County. In addition such features are often vital to nature conservation as natural habitats or routeways. Particularly important here are ancient semi-natural woodlands as defined by the Glamorgan Inventory of Ancient Woodland, produced by the Nature Conservancy Council in 1986. It is also important that trees which make an important contribution to the landscape continue to be protected by local authorities making tree preservation orders, and that important trees on development sites and amenity areas are protected. Policy has therefore attempted to preserve, maintain and encourage new planting of native species, whilst safeguarding nature conservation interests. Local authorities have worked closely with Coed Cymru to help to achieve these aims. The Regulations aimed at implementing the Habitats Directive support this approach, recognising in particular the value of small woods and traditional field boundaries, such as hedges, for the migration dispersal and genetic exchange of wild species. It is therefore relevant to continue to operate a strategic policy which favours an increase in natural broadleaved woodlands and hedgerows as in EV14.

**EV14 Proposals for the protection and maintenance of native broadleaved trees, woodlands (including ancient woodlands and ancient semi-natural woodlands) and hedgerows, and proposals for the planting of native species: will be favoured, except where these would result in unacceptable conflict with nature conservation interests.**

### 6.13 Afforestation

6.13.1 Afforestation can offer a number of benefits such as recreational opportunities, reduction of timber imports, a source of job creation, and landscape improvement. In addition it is increasingly recognised that forestry can help reduce the effects of global warming by means of CO2 absorption. However, although planting practices have improved during the 1980's, unrestricted commercial forestry can change the character of the landscape, and can affect adversely agriculture and nature conservation interests.

6.13.2 The County Council is a statutory consultee of the Forestry Authority on new grant aided afforestation proposals and Forest Enterprise planting proposals over 50 hectares. A strategic land use policy is therefore required which examines afforestation proposals in terms of whether they maintain or enhance other important countryside features. The design guidelines issued by the Forestry Commission will provide an important means of examining the extent to which afforestation proposals will be integrated with their surroundings.

**EV15 New afforestation proposals will be favoured where they comply with the following:-**

- **The quality of the environment is maintained or enhanced, particularly with regard to the protection of high quality agricultural land, important landscapes, sites important to nature conservation, and features of the built and historic environment.**
- **Local recreational use, amenity and rights of way are maintained or enhanced.**
- **Water quality and supplies are maintained, and in particular acidification is avoided.**
7. TRANSPORTATION

STRATEGY ELEMENTS

• To improve the accessibility of all sectors of the community to places of work, shopping, and recreation by the implementation of a comprehensive transportation strategy.

• To protect and improve the environment by the introduction of various transportation measures.

7.1 Introduction

7.1.1 Structure Plan Issues Report No. 3 (Transportation), published by the County Council in 1991, sets out the past and future trends relating to the principal transportation issues facing the county council in devising its future transportation strategy for the period of the replacement plan. In particular, it highlights that the demand for travel has increased substantially over the past decade with the consequence that traffic congestion has increased significantly, particularly at peak periods. Further growth in car ownership is expected, particularly for an area like Mid Glamorgan which has a relatively low level of car ownership at present. However, the resources required to tackle the problem fully by providing more road capacity are most unlikely to be available and in any event, to do so would cause unacceptable degradation of the environment, particularly in urban areas. Thus a sustainable transport strategy is required, which recognises future global environmental problems and resource considerations and also the aspirations and needs of the present generation.

7.1.2 The transportation strategy to be adopted involves a 'mix' of the key elements of road construction, public transport improvements, enhancement of cycling and pedestrian facilities, and traffic management. This strategy, supported by ancillary policies such as control of parking, town centre enhancement and development control, will encourage a reduction in the need to travel and is therefore in conformity with government sustainable development policy. Consequently, the balance between the major policy components will be different from that in the Approved Structure Plan in that the role to be played by public transport will be far more dynamic in trying to cater for an increasing amount of peak period traffic. Road construction, on the other hand, whilst still having a role to play, particularly in assisting the county's economic development, will not be able to tackle all congestion problems. Indeed, as a way of optimising the use of scarce resources and limiting the adverse effect of such construction on the environment, it will be inappropriate for new roads always to be designed to cater for future peak period situations. This is especially so where this implies significant increases in cost and land take. This will also support the objective of transferring peak period travel from the private car to public transport.

7.1.3 The transportation strategy is a critical element in the whole Structure Plan Strategy in which the transportation system must provide the necessary links to attract inward investment, and to provide adequate commuting links to major employment centres. Transportation also plays a major part in the urban renewal process, firstly by relieving towns of through-traffic and, secondly by providing attractive retail and commercial centres through traffic management and environmental enhancement schemes such as pedestrianisation. Additionally, many of the major road schemes complement the land reclamation programme which is being implemented.

7.2 New Roads

7.2.1 Although the proposed transportation strategy is a 'balanced' one containing several elements including measures to encourage greater use of public transport, cycling and pedestrian facilities, there will continue to be a need to invest in new roads. In many parts of the county major routes continue to run through residential areas, resulting in environmental and safety problems as well as leading to traffic congestion, which is a deterrent to economic growth and inward investment. As long as there exist economic, environmental, and safety problems which can be attributed to the existing major road network, it is considered that a road construction programme will continue to be an essential element of the overall transportation strategy.

7.2.2 The improvement of the road network will be concentrated on those routes which are of most importance within the road hierarchy. At the top of this hierarchy of routes is the Strategic Highway Network (SHN), comprising the M4 motorway, the A465 and A470 trunk roads together with particular county roads. However, certain other 'A' roads not included in the SHN are of almost as much importance to the regeneration of the economy of the county and are therefore included in the Major Route Network. Routes within the Major Route Network and particularly the SHN will be given special
7.2.3 The most significant routes serving the county, namely the motorway (M4) and trunk roads (A465 and A470), are under the jurisdiction of the Welsh Office. These represent vital strategic communication links into and within the county and the creation and retention of a high quality motorway and trunk road network, together with improvements to capacity as the need arises, is seen as critical to the county’s economic regeneration. The provision of motorway service areas (MSAs) to cater for the needs of motorway traffic adds to the quality of the M4. In Mid Glamorgan two MSAs already serve the M4, at Capel Llaniltem and Sarn, with permission to expand existing service facilities at Pencoed. In view of these and the length of the M4 in Mid Glamorgan, as well as criteria set out in Welsh Office Circular 34/94 regarding intervals between MSAs, it is considered that there is no overriding need to make provision for additional facilities. Proposed transportation policies dealing with development control are considered to be adequate to deal with such proposals.

The early implementation will be sought for the improvements to the trunk road system, as set out in Roads in Wales 1994 Review, namely:

(i) A470(T) STAGE 5; PENTREBACH - CEFN COED
(ii) A465(T) DUALLING; ABERGAUENNY - HIRWAUN
(iii) A4060 DUALLING (PHASE 3); MOUNTAIN HARE - DOWLAIS TOP
(iv) A470(T); CORYTON - PONTYPRIDD

This scheme, currently in progress, is scheduled to open in Spring 1997. This is welcomed in view of the importance of this new road, not only for strategic movements along the A470 corridor, but also due to its relationship with the proposed county scheme, the Merthyr Tydfil Western Relief Road.

This proposal is identified for the long term (unlikely to start before April 1997). In view of the importance of this strategic route to the regeneration of the heads of the valleys it is hoped that this scheme can commence at as early a date as possible, within the overall long term programme.

This proposal is currently identified as a programmed scheme of high priority with works likely to start before April 1997. However, its implementation is contingent upon completion of certain elements of the Eastern Merthyr land reclamation scheme.

The need to tackle the present capacity problems along the A470(T) between Coryton and Pontypridd is an issue of paramount importance in view of the dependence of the county on this strategic route. Congestion along this route can only be to the county’s disadvantage in its attempts to attract new inward investment, and to provide good commuting links to Cardiff. It is considered essential that as soon as possible a strategy for dealing with this problem is adopted, and implemented. Further, it is considered that the best strategy is likely to consist of a number of elements encompassing both public transport and highway improvements. An additional element is the investigation into the feasibility of constructing a route from the M4 at Capel Llaniltem to the A470 at Pontypridd, which may incorporate elements of the proposed Church Village Bypass. This study incorporates the findings of the South Wales Area Traffic Study and the A470 Corridor Public Transport Study and embraces existing County Council policy with respect to highway development.

7.2.4 The first Approved Structure Plan (1981) contained 26 major road schemes under Policy T2. These were categorised into Phase I schemes which were expected to be completed by 1986 and Phase II schemes which would follow on from 1986. Of the schemes identified in Phase I, only the Llanbradach Bypass was not constructed. However, this scheme subsequently came to form the southern part of the Lower Rhymney Valley Relief Road which was completed in 1993. Despite the programme being several years behind the original schedule, some schemes from Phase II have already been completed. The list of completed schemes is set out below (see Fig 7):

Phase I of 1981 Approved Structure Plan

- A468 Nantgarw to Penrhos Improvement, 1979
- A468 Caerphilly Northern Bypass, 1981
- A4063 Aberkenfig Bypass and Bryn Road diversion including Welsh Office M4 Sarn Link Road, 1982
- A469 Pontlottyn Link Road, 1983
- A4058 Treherafod Bypass, 1983
- A4063 Coytrahen to Paper Mills Improvement, 1983
- A4059 Aberdare Bypass Central & Northern Section, 1984
- A472 Cross Valley Link Fiddlers Elbow to A4059 north of Abercynon connecting with A470(T), 1985
- A4119 Tonyrefail Bypass including Trebanog Link, 1986

Phase II of 1981 Approved Structure Plan

- A4059 Aberdare Bypass Southern Extension, 1995
- CIIL Power Station Hill Improvement, Tondeg, 1988. (Replaced A473 Taif Vale crossing to A470(T))
- A4119/ A4058 Access to Mid Rhondda, 1988
- A4229 Porthcawl Approach Road, 1989
- A472 Nelson Bypass, 1991
- A473 Talbot Green Bypass, 1991
- A469 Lower Rhymney Valley Relief Road, 1993
Fig. 7

Mid Glamorgan: Transportation Improvements 1978 - 1994

- --- Passenger Railway Lines
- - - - New Lines
⊙ New Stations
—— Major Roads
- - - - Completed Phase 1 and 2 Schemes (and those under construction)
7.2.5 The revised list of schemes to be carried forward as the new major roads programme is set out below in T2. For the purpose of introducing new schemes into this major roads programme, schemes have had to meet the criteria of having a total cost of at least £5 million (i.e. qualifying for transport grant) and also that of improving the major route network. However, schemes identified in the Approved Structure Plan are retained even if they do not meet these particular criteria for new schemes. The completion of the new Phase I programme indicated in the policy, and indeed the continued progression through Phase II of the programme, is dependent on the rate at which the county council receives transport grant approval from the Secretary of State for its major highway programme. An annual expenditure of £20 million (1991 prices) on major highway schemes has been assumed in formulating this programme. Although this is significantly more than the county council has had approved historically by central government, it is consistent with the most recent approvals, and with the need to implement a major roads programme to complement the Secretary of State’s Programme for the Valleys. It should be possible to complete approximately half of the Phase II schemes by the end of the plan period (2006). In any event land needs to be protected for all these schemes and in accordance with PPG12 (Development Plans and Strategic Planning Guidance in Wales) land will be safeguarded in local plans where appropriate.

**T2 THE FOLLOWING MAJOR IMPROVEMENTS TO THE COUNTY HIGHWAY NETWORK WILL BE IMPLEMENTED:**

**PHASE I (PROGRAMMED)**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4061 Bridgend Cross Valley Link</td>
<td>Relieves Bridgend town centre of cross valley traffic between the A4061 and A4063 which currently passes through the commercial centre of this important and growing town. Environmental benefits to the central shopping area and allow pedestrianisation and traffic management schemes to encourage the economic regeneration of the town.</td>
</tr>
<tr>
<td>A4102 Merthyr Tydfil Western Relief Road</td>
<td>Improves traffic circulation in the inner area of Merthyr Tydfil. New links to the proposed A470(T) stage 5 scheme to the west of the town will be provided. Through traffic will be removed, journey to work times reduced, and access for local industry will be improved. It will also enable some environmental schemes to be undertaken to improve the streets within the town centre.</td>
</tr>
<tr>
<td>A4058 Porth/Lower Rhondda Fach Relief Road</td>
<td>Improves journey to work movements between the Upper Rhymney Valley and the important industrial routes. The majority of through traffic will be removed from the existing main roads and environmental relief will be achieved along these heavily built-up routes and in Porth town centre.</td>
</tr>
<tr>
<td>A469 Bargoed Bypass</td>
<td></td>
</tr>
</tbody>
</table>
employment opportunities in the south. It builds upon and complements other major road improvements in the valley by reducing overall journey times. Through-traffic will be diverted away from the adjacent ribbon development in Bargoed and Aberbargoed, bringing environmental relief. Traffic flows will also be reduced through Bargoed town centre.

A473 Church Village Bypass

This scheme will improve a section of the major east-west route along the mouths of the valleys. It will complement the new Talbot Green Bypass and reduce journey to work times between main population centres and major industrial sites located to the west and east of the proposed bypass. The bypass will reduce traffic along the existing main road significantly and provide environmental relief to properties along its length. Additionally, it is possible that elements of the scheme may have trunk road status depending on the outcome of the investigations into the A470 Pontypridd to M4 Capel Llanilltern Relief Road feasibility study.

A4229 -M4 Porthcawl Approach Road

This scheme was included in the original structure plan and is now substantially complete. However, there is one final section to the south of the South Cornelly bypass which is yet to be implemented. The route will then provide high quality access from the M4 to the major tourist resort of Porthcawl.

A469 Caerphilly Western Bypass

This scheme, which is to be funded largely by developers, provides a new link on the western side of Caerphilly to improve communications between the western suburbs of the town and Cardiff. The road will complement the northern bypass and relieve the town centre of traffic.

A461 Bryncethin Bypass

This scheme improves the A461 between north Bryncethin and the M4 thereby improving accessibility for the Ogmore and Garw valleys. This will benefit existing industry, enhance opportunities for inward investment, and assist commuters from the valleys.

Capel Llanilltern Link (A473-M4)

This scheme will provide an additional strategic link between the M4 and the new A473 (Talbot Green bypass and Church Village bypass). It will also assist traffic in the north west of Cardiff to join the motorway thereby reducing congestion elsewhere on the network. It may also have a role to play in relieving congestion along the A470(T) and in providing improved access to Cardiff Bay, particularly if ultimately it forms part of an A470 Pontypridd to M4 Capel Llanilltern Relief Road.

Cilfynydd Cross Valley Link (A4054-B4273)

This scheme will benefit proposed new industry at Ynysybwl and the existing local quarry industry. Of equal importance is the removal of the need for much traffic to pass through Pontypridd. The local community of Taffs Well will be relieved of extraneous traffic.

A4233 Cymmer Hill Relief Road

This scheme will link the Porth Relief Road and the Tonyrefail spur and complete the high quality road from Porth and the Rhondda Fach to the M4 at Miskin. It will also provide significant environmental relief to the many residential properties fronting the existing route.

A4058 Gelli/Treorchy Relief Road

This scheme will reduce journey times between the upper Rhondda Fawr and the Mid Rhondda Access Road in the south. The existing main routes within the valley will be relieved of most through traffic thereby providing environmental relief to the existing continuous frontage develop-
development along the highway. The scheme combines the originally separate Gelli Bypass and Treorchy Relief Road schemes and will bypass the Gelli/Ton Pentre communities and also extend northwards beyond Treorchy if a satisfactory alignment can be found. A feasibility study is therefore to be conducted into possible alignments for such a route. The full scheme will provide much needed traffic relief as well as assist the regeneration of the upper valley.

A473 Llanharan Bypass

This scheme improves a section of the A473 strategic route between the M4 at Pencoed and Llantrisant. The scheme will provide an improved route for through-traffic as well as relief for the communities of Llanharan and Brynna.

A4063 Maesteg Relief Road

The Maesteg Southern Approach Road was included as a major highway proposal in the first structure plan when it was intended that the road would be constructed along the railway corridor, once its use for freight movement had ceased. With the re-introduction of passenger services to Maesteg this option is no longer possible and no other alignment is easily identifiable. However, improvements to the accessibility of the upper Llynfi valley would be beneficial as would a reduction in traffic-through the centre of Maesteg. Therefore there is a need to carry out a feasibility study to identify a satisfactory alignment which meets these objectives.

A4059 Mountain Ash Bypass

The bypass will improve communications through the valley and provide improved access to new major development sites. The scheme provides a new alignment for the main valley road and includes new cross valley links to relieve the town centre of through traffic. The scheme is a fundamental part of the regeneration package for this part of the valley. It will complement the river and railway diversions adjacent to the town centre in facilitating a much improved town centre environment.

A469 Upper Rhymney Valley Relief Road

This scheme provides improved communications and reduced journey times between the Upper Rhymney Valley and areas in the south. It builds upon other strategic road improvements at Pontllottyn (bypass) and Bargoed (bypass). The new road will bring traffic relief to the communities of New Tredegar and Tirphil as well as providing a high quality route for through traffic, thereby assisting the regeneration of the upper valley.

A4233 Upper Rhondda Fach Relief Road

This scheme will extend the Lower Rhondda Fach Relief Road northwards from Pontypridd to serve the rest of the valley and relieve the upper congested sections of the existing road. This scheme will ease journey to work movements and improve the chances of attracting much needed industrial development to sites in the northern part of the valley. It will also improve greatly the environment of the communities and enhance road safety significantly.

Ynysmaerdy - Talbot Green Relief Road (A4119-A473)

This scheme will provide an alternative route for a significant proportion of traffic which currently uses the A4119. It will provide relief for the A4119 should traffic congestion begin to build up as expected along this route towards the end of the plan period.

Phase III

The schemes identified for Phase III consist of existing single carriageway bypasses on strategic routes which may, during the course of the plan, cease to have sufficient capacity to accommodate forecast traffic growth, and will have to be improved to dual carriageway standard. Thus whilst the schemes identified for Phases I and II are justified at the present time, the need for those in Phase III will be dependent on the rate of traffic growth. This will be monitored and the need to bring schemes in Phase III forward, ahead of some of those in Phase II, will be kept under review. The need for other strategic routes to be improved to dual carriageway standard will also be monitored and assessed. However, the ability to improve junction capacities may be the deciding factor.

A468 Caerphilly Northern Bypass

The bypass provides an improved route for east-west strategic traffic which previously passed through the centre of Caerphilly. Traffic flows are expected to exceed the minimum levels recommended for dualling before the end of the plan period.

A473 Talbot Green Bypass

The bypass has improved east-west movement along the A473 and has eased congestion problems on the A4119 strategic route. Present traffic forecasts indicate that the bypass will need to be improved to dual carriageway standard before the end of the plan period. The construction of the Church Village bypass to dual standard in the late 1990’s is likely to increase corridor movement above general growth rates and it may be appropriate to dual the Talbot Green Bypass shortly thereafter. It will be necessary to take into account the conclusions of the A470 Pontypridd to M4 Capel Llanilltern Relief Road feasibility study.

A472 Maescycwmmer to Ystrad Mynach

The Lower Rhymney Valley Relief Road has been constructed to dual carriageway standard along the main
section, south of its junction with the A472 at Ystrad Mynach. Major improvements along the A472 to dual carriageway standard have been completed within Gwent up to the county boundary at Maesycwmmer. The need to upgrade the existing A472 single carriageway between Maesycwmmer and the Lower Rhymney Valley Relief Road to dual standard will therefore be monitored with respect to traffic growth.

7.2.7 In addition to these major highway schemes a programme of minor road improvements and traffic management schemes will also be implemented subject to the availability of resources. In identifying the priority of these schemes, particular attention will be paid to the contribution made to road safety, public transport operations, urban renewal, economic development and the environment in addition to the easing of traffic congestion. It is recognised that traffic management is likely to have an increasing role to play in making the most efficient use of resources and in meeting many of these objectives. With respect to road improvements to assist traffic flow, these will be carried out primarily on the major route network.

T3 MINOR ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT SCHEMES WILL BE IMPLEMENTED, WHERE THEY IMPROVE OR PROMOTE

(i) ROAD SAFETY
(ii) PUBLIC TRANSPORT OPERATIONS
(iii) URBAN RENEWAL
(iv) ECONOMIC DEVELOPMENT
(v) THE ENVIRONMENT
(vi) THE FLOW OF TRAFFIC

7.3 Public Transport

7.3.1 The promotion of public transport is a key element in the transportation strategy. There are four policies dealing with this issue: T4 for bus services, T5 for rail services, T6 for redundant railway lines, and T7 for rail freight.

7.3.2 Policy T4 which promotes the provision of efficient and integrated bus services updates policy T5 in the Approved Structure Plan to reflect changed circumstances. The 1985 Transport Act, whilst significantly reducing the influence the county council has over the network of bus services, also grants the county council a specific power and responsibility to procure socially desirable services not otherwise provided. It is intended to give public transport greater prominence and the provision of new infrastructure to improve bus operations, including reserved sections of route, perhaps even with a guidance system, will be investigated. Improved bus stop facilities and information systems would assist the commercial prospects of these services and allow operators to invest in improved vehicles and to increase frequencies. Also, during the plan period there is likely to be a need to identify park and ride facilities for bus services, as distinct from those at railway stations, and on the outer fringes of major towns (see T13).

T4 THE NETWORK OF BUS SERVICES WILL BE IMPROVED BY:

1. THE PROVISION AND IMPROVEMENT OF BUS TERMINAL AND SUPPORTING FACILITIES SUCH AS BUS STATIONS, TURNING CIRCLES, LAYBYS, BUS STOPS AND BUS LANES AND OTHER BUS PRIORITY MEASURES.

2. THE DESIGN OF NEW DEVELOPMENT SO AS TO PERMIT THE FREE AND EFFICIENT MOVEMENT OF BUSES.

3. ENSURING THAT WHERE PRACTICABLE THE LOCATION OF COMMUNITY FACILITIES, ESPECIALLY THOSE FOR THE ELDERLY, ARE ADJACENT TO BUS ROUTES.

4. THE PROVISION OF PARK AND RIDE FACILITIES FOR BUS SERVICES WHERE APPROPRIATE, INCLUDING THE PROTECTION OF LAND FOR POTENTIAL FUTURE SITES.

7.3.3 The county council has demonstrated that a partnership with British Rail to improve the network of local passenger services can produce a major enhancement of the public transport system. The re-opening of the lines to Aberdare and Maesteg, including the provision of 14 new stations, the opening of new stations in the Rhondda and at Pyle, the provision of track and signalling improvements to enable services to be enhanced, have all been components of the county council’s Rail Development Strategy. Policy T5 is therefore augmented to reflect the role of a continuing partnership with British Rail and successor organisations in the overall transportation strategy. Improvements in services will depend on the ability to create additional system capacity with extra rolling stock, track, and enhanced signalling; this will need to be complemented by improvements in the access to stations, park and ride sites, and interchange facilities in Cardiff. In pursuit of this the Welsh Office, in partnership with the County Council, Cardiff Bay Development Corporation, South Glamorgan County Council and Regional Railways, is sponsoring Cardiff Region Public Transport Study to examine the public transport options to link Mid Glamorgan with Cardiff City Centre and Cardiff Bay.

T5 THE NETWORK OF PASSENGER RAIL SERVICES WILL BE DEVELOPED BY:

1. ASSISTING WITH THE PROVISION OF NEW TRACK, STATIONS AND SIGNALLING.

2. THE PROVISION OF PARK AND RIDE FACILITIES.
3. **THE PROVISION OF BUS/RAIL INTERCHANGE FACILITIES.**

4. **THE PROVISION OF RAIL FEEDER BUS SERVICES.**

5. **THE PROVISION OF IMPROVED PEDESTRIAN ROUTES TO STATIONS.**

6. **FAVOURING DEVELOPMENT IN CLOSE PROXIMITY TO RAILWAY STATIONS.**

7.3.4 In devising its Rail Development Strategy the county council has become aware of a number of lines which could have been re-opened had development not already been allowed to take place. In view of the need to retain maximum flexibility for the future extension of the railway network, it would therefore seem appropriate for any railway routes which become superfluous to existing requirements to be protected from development. However, such routes can form ideal alignments for new roads. It will therefore be accepted that some redundant railway lines may be utilised for new road alignments or cycleways. This, however, should only be accepted after an analysis has been carried out into the relative merits to the transportation strategy of losing the ability to re-open the line against the advantages that the particular alignment offers to a new road or cycleway. A new policy T6 is therefore included.

**T6 DEVELOPMENT WHICH INHIBITS THE REOPENING OF REDUNDANT RAILWAY LINES OR THEIR ALTERNATIVE USE AS ROADS OR CYCLEWAYS WILL NOT BE PERMITTED.**

7.3.5 Movement of freight by rail can offer significant environmental benefits through the transfer of heavy freight carried by road. In this respect the new criteria for Section 8 grants are to be welcomed, although more initiatives will be required if a significant transfer from road to the railways is to take place. Further, consideration will need to be given to keeping former railway lines open such that future major industrial sites may be served by rail.

**T7 THE PROVISION OF NEW RAIL FREIGHT SERVICES AND FACILITIES TOGETHER WITH THE SITING OF SUITABLE INDUSTRIES CLOSE TO RAIL INFRASTRUCTURE WILL BE FAVOURED.**

7.4 The Environment

7.4.1 The proposed transportation strategy reflects a concern for environmental issues. Its objective of encouraging a modal shift away from the private car towards public transport, particularly for peak period movements, demonstrates this. However, the major role with respect to limiting the damaging effect of transport on the environment, must lie with central government through legislation, regulatory or fiscal measures. Nevertheless the transportation strategy has a positive role to play with regard to the local environment and Policy T8 sets out the framework for this.

**T8 THE ENVIRONMENT WILL BE PROTECTED AND IMPROVED BY THE FOLLOWING TRANSPORTATION MEASURES**

1. **REDUCING TO ACCEPTABLE LEVELS THE ADVERSE EFFECTS OF ROAD TRAFFIC POLLUTION ON PEOPLE AND PROPERTY IN TOWN CENTRES, AND RESIDENTIAL AREAS.**

2. **DESIGNING NEW SCHEMES TO MINIMISE LAND SEVERANCE AND THE DEMOLITION OF PROPERTY.**

3. **REDUCING TO ACCEPTABLE LEVELS VISUAL INTRUSION AND NOISE BY LANDSCAPING TO PROVIDE AN ATTRACTIVE ENVIRONMENT PARTICULARLY ALONG MAJOR ROUTES.**

4. **CONTROLLING ROAD TRAFFIC, INCLUDING THE SEGREGATION OF PEDESTRIANS AND VEHICLES, THEREBY ENABLING THE PEDESTRIANISATION OF STREETS TO BE INTRODUCED IN SHOPPING AREAS.**

5. **FAVOURING THE INTRODUCTION OF STREETFURNITURE, TREE PLANTING, THE WIDENING OF FOOTWAYS ETC. IN TOWN CENTRES.**

6. **INTRODUCING TRAFFIC CALMING MEASURES.**

7. **REDUCING TRAFFIC ON MINOR ROADS IN TOWN CENTRES, IN CONSERVATION AREAS, IN THE NATIONAL PARK, AND IN OTHER AREAS OF LANDSCAPE AND CONSERVATION IMPORTANCE.**

8. **DEVELOPING PUBLIC TRANSPORT FACILITIES.**

9. **DEVELOPING FACILITIES TO ASSIST WALKING AND CYCLING.**

7.5 Development Control

7.5.1 Many Mid Glamorgan residents experience long journeys to work by car, often to areas outside the county. The ability to attract new development into the county may reduce the need for such journeys. The reduction in the length of the journeys to work, particularly those made by car, especially where opportunities for development of public transport facilities exist, may also contribute to environmental objectives. This is particularly important
with regard to the reduction of carbon dioxide emissions. The extent to which a particular new development can reduce the total traffic associated with journeys to work is therefore relevant to the consideration of the need for it, especially where such a development would conflict with the need to conserve the environment. Policy T9 is therefore included to provide specific consideration for this issue.

T9 DEVELOPMENT WILL BE FAVOURED WHICH CAN BE DEMONSTRATED TO REDUCE THE LENGTH OF CAR-BORNE JOURNEYS TO WORK IN THE AREA OR INCREASE THE RANGE OF OPPORTUNITIES FOR THE USE OF PUBLIC TRANSPORT, WHERE THIS IS COMPATIBLE WITH THE CONSERVATION OF THE ENVIRONMENT.

7.5.2 The construction of a high quality major road network (see Figure 6) providing good access to all parts of the county to assist employment generation and commuting involves considerable expenditure. Any new access which would reduce the effectiveness of this network would therefore be unacceptable. Developers will therefore be required to demonstrate that proposed major developments will not have adverse implications for the highway network by carrying out a traffic impact study to the satisfaction of the highway authority. In commenting on planning applications the highway authority will base its response on the framework set out in PPG13 (Wales) issued in 1988 (or the revised, or replacement document). Additionally the principles on which the responses will be made relating to the Major Route Network will be based on the classification system given in "Roads and Traffic in Urban Areas"- HMSO 1987 (or on the revised or replacement document), and on criteria which shall be approved by the highway authority from time to time.

T10 DEVELOPMENT ADJACENT TO HIGHWAYS WILL BE CONTROLLED IN ACCORDANCE WITH CRITERIA RELATING TO ACCESS, ROAD SAFETY, PEDESTRIANS, TRAFFIC GENERATION, PARKING, ROAD LAYOUT, BUS TRANSPORT, AND ENVIRONMENTAL ENHANCEMENT. THESE CRITERIA WILL PLACE PARTICULAR EMPHASIS ON THE PROTECTION OF THE MAJOR ROUTE NETWORK.

7.5.3 Where it is apparent, by means of a traffic impact study or otherwise, that a proposed development would exacerbate problems on the highway network, or lead to other problems for the overall transportation strategy, developers will be required to provide or fund appropriate off-site infrastructure improvements by a legally binding agreement. In certain circumstances this may take the form of works other than the construction of increased highway capacity, such as the funding of public transport or traffic management improvements and car parking.

T11 WHERE PROPOSED DEVELOPMENTS WOULD CREATE OR EXACERBATE PROBLEMS ON THE ROAD SYSTEM THE DEVELOPER WILL BE REQUIRED TO MAKE PROVISION FOR THE RESOLUTION OF SUCH PROBLEMS

7.5.4 It is highly desirable that new roads are properly maintained and the best way of ensuring this is for them to be adopted by the highway authority. However, in order that they may be acceptable for adoption it will be necessary for any new roads in private developments to be built to appropriate standards as set out in the highway authority's adopted design guide for residential and industrial estate roads.

T12 NEW ROADS WITHIN PRIVATE DEVELOPMENTS SHALL BE BUILT TO A STANDARD ACCEPTABLE TO THE HIGHWAY AUTHORITY AND BE OFFERED FOR ADOPTION.

7.6 Car Parking

7.6.1 As part of the local plans process, appropriate off-street car parks will need to be identified by the district councils. These will need to be of sufficient capacity to enable the commercial viability of town centres to be maintained and allow reduction in on-street provision. Whilst the need for car parks to be sited close to town centres is accepted, their location should not encourage traffic to travel through the town centre to make use of them. In certain instances park and ride schemes may also be appropriate on the periphery of major centres.

T13 OFF-STREET CAR PARKS WILL BE PROVIDED TO ASSIST THE VITALITY AND VIABILITY OF TOWN CENTRES.

7.6.2 In addition to public car parks provided by the local authority, it will be necessary for any new development to make appropriate provision for operational and non-operational parking requirements. Generally the appropriate level of car parking will be in accordance with the Standing Conference on Regional Policy in South Wales, "Parking Guidelines". However, in many town centres it will be appropriate for the parking required to be part of a co-ordinated strategy of provision, rather than adjacent to each development, and therefore a financial contribution towards this strategy will often be more appropriate.

T14 ALL NEW DEVELOPMENT, REDEVELOPMENT OR CHANGES OF USE SHOULD INCLUDE APPROPRIATE OPERATIONAL AND NON-OPERATIONAL PARKING PROVISIONS ACCORDING TO THE LAND USE, DENSITY AND LOCATION PROPOSED. WHERE APPROPRIATE, DEVELOPERS IN TOWN CENTRES WILL BE REQUIRED TO MAKE A CONTRIBUTION TOWARDS THE PROVISION OF NON-OPERATIONAL PARKING OUTSIDE THE CURTILAGE OF THE DEVELOPMENT.

7.7 Pedestrians

7.7.1 Most journeys require an element of walking,
particularly so for non car-owning households. In urban areas, and especially in town centres where multi-purpose trips are made as pedestrian-only journeys rather than by vehicular modes, pedestrian priority schemes will be initiated. These schemes will include reducing kerb heights, upgrading pavements, footpaths and footways to assist disabled people and people carrying young children. Consideration will also be given to the improvement of signing to amenities in town centres, and to and from car parks, and the enhancement of street lighting. Such initiatives will enhance the safety of pedestrians. Measures that facilitate pedestrian activity in urban areas will also complement town centre enhancement and economic regeneration schemes, as well as traffic restraint measures.

T15 MEASURES WILL BE ADOPTED TO REDUCE CONFLICT BETWEEN PEDESTRIAN AND VEHICULAR TRAFFIC, PARTICULARLY WHERE PEDESTRIAN DENSITIES ARE HIGH.

7.8 Cycling

7.8.1 Cycling, whether for leisure, shopping or work purposes is becoming increasingly important as a mode of travel. It is considered that the potential contribution of cycling both to the relief of congestion and wider environmental problems should not be ignored and therefore policy T16 is included in addition to L7 (Leisure). The provision of cycle routes for leisure purposes will aid the development of a network of routes across the county; additionally, opportunities to develop cycle routes to assist with journeys to work where there is relatively flat terrain, particularly around town centres, will be investigated. To take sufficient account of the needs of cyclists, the layout of major new residential developments also needs to be planned in accordance with standards set out in the highway authority’s adopted design guide for residential and industrial estate roads. Where appropriate, cycle parking needs to be provided in town centres and major new roads designed in such a manner that cycling is made convenient and safer and not deterred.

T16 SUITABLE PROVISION WILL BE MADE FOR THE NEEDS OF CYCLISTS:

1. BY THE DEVELOPMENT AND IMPROVEMENT OF CYCLE ROUTES

2. IN THE DESIGN AND IMPROVEMENT OF ROADS AND JUNCTIONS.

3. ON THE EXISTING HIGHWAY NETWORK, PARTICULARLY TO LINK RECREATIONAL ROUTES, TOWN CENTRES, RESIDENTIAL AREAS, AND PLACES OF WORK.
8. DERELICT AND CONTAMINATED LAND

STRATEGY ELEMENTS

- To seek the clearance of all major dereliction in the County within the plan period, and to aim to prevent further dereliction.
- To ensure the effectiveness of the land reclamation process by identifying and implementing suitable after-uses and protecting or replacing environmental features.
- To seek to deal with all known contaminated land which becomes available for treatment in the County.

8.1 Introduction

8.1.1 Land reclamation is recognised as a key step in the regeneration process of any area, and the WDA land reclamation programme is one of the largest and most sustained of its kind in Europe, directed at providing new land for development and creating improved environments throughout Wales.

8.2 Land Reclamation in Mid Glamorgan

8.2.1 In Mid Glamorgan, the reclamation programme concentrated initially on safety schemes, designed to remove dangerous dereliction wherever it threatened communities. Later, as such schemes were progressed and funding increased, the programme was expanded to include those areas where redevelopment was possible and could offer new homes, replacement employment opportunities and recreation facilities in an improved urban landscape. Following further progress the programme has been extended to include a larger proportion of schemes where the main objective of treatment is to enhance further the overall quality of the landscape in the valleys by removing the most obvious dereliction. Although the balance of the programme has changed over time as schemes have been completed, public safety, the provision of development land, and environmental improvement, remain the priorities for the identification of schemes.

8.2.2 Under the Welsh Development Agency Act 1975 as amended by the Derelict Land Act 1985, the WDA's land reclamation powers may only be exercised in relation to the following:

- Derelict Land - defined as land so damaged by past industrial or other development that it is incapable of beneficial use without treatment.
- Neglected or unsightly land - defined as land which though capable of some beneficial use is at present uncared for, untidy and in a condition detrimental to the environment.
- Other land - land which is not itself derelict, neglected or unsightly, but which the Agency believes is reasonably required for the purpose of a reclamation scheme.

8.2.4 The Agency may also carry out works on land which is not derelict, neglected or unsightly but is likely to become so by reason of actual or apprehended collapse of the surface as the result of relevant operations which have ceased to be carried out.

8.2.5 The WDA funds private and public sector land reclamation schemes. Private schemes are assessed on their merits individually. For public schemes local authorities, both County and District Councils, are invited by the WDA to submit a list of schemes for approval for land reclamation funding about every 2 years. The Agency then prepares rolling programmes of local authority sponsored land reclamation schemes and from time to time the Agency submits programmes of such work for the Secretary of State's approval. These programmes take account of the resources expected to be available and of the funds already committed over the programme periods.

8.2.6 Initial bids to the WDA include a description of the land involved, the reasons for reclamation, proposals for land acquisition, preliminary cost estimates and proposed after-use, as well as the authority's view as to the priority of the scheme.

8.2.7 Since 1966 a more than 7,600 hectares have been treated in Wales. There are another 800 hectares involved in schemes which are currently in progress and a further 3,500 hectares have been approved and entered the programme.

8.2.8 The rate of progress has accelerated over the last ten years. Between 1980 and 1990 the WDA committed some £220 million to Derelict Land Grant (DLG), enabling a three-fold increase in the programme, resulting in the rate of clearance increasing to some 600-800 hectares a year.

8.2.9 Progress in Mid Glamorgan has mirrored the all Wales picture. Spending by the County Council, both in its own right and as an agent for the District Councils has increased from £2.45 millions 1981-86 to £18.75 million
for 1986 - 1991. The forecast expenditure 1991-1996 is estimated at £60m. Prior to 1991 the County Council was responsible for the reclamation of approximately 2020 hectares. The current approved programme involves a further 31 schemes covering approximately 1680 hectares.

8.3 National Legislation and Guidance

8.3.1 Derelict land matters in Wales come mainly under the province of the Welsh Development Agency Act 1975 as amended by the Derelict Land Act 1985. However, other Acts have an indirect bearing on derelict land, for example The Town and Country Planning (Minerals) Act 1981, which together with the 1990 Planning Act covers minerals operations through the development control process.

8.3.2 European Community legislation also has a fundamental effect on derelict land matters in particular through its requirement for environmental assessments and in relation to the handling and monitoring of hazardous waste materials.

8.3.3 Advice on derelict land matters in England is contained in DLG Advice Note 1 prepared by the Department of the Environment in 1991. No similar Advice Note has been drafted for Wales but the Planning Services Division of the Welsh Office produced a consultation document in December 1990 titled “Strategic Planning Guidance in Wales - Sectional paper, Derelict Land Programmes”. It basically reiterates advice from the WDA’s memorandum accompanying grant application forms and relates mainly to advice on the implementation of programmes rather than regional policy guidance.

8.4 Derelict Land Clearance

8.4.1 It is the policy of the Secretary of State for Wales to proceed with land reclamation at the maximum possible speed consistent with the production of high quality landscapes and facilities acceptable to the local communities and attractive to inward investment.

8.4.2 There are a significant number of schemes either currently in operation or approved which the County Council itself is undertaking. Each of the six District Councils also undertakes schemes funded by the WDA. The programme is organised on a shorter time-scale than the plan period, and is thus intended to carry out approved schemes before the end of the century. Within this time frame implementation will take place on a broad geographical basis with progress on individual schemes contained in the programme depending upon opportunities and constraints whose effects vary from scheme to scheme. This will mean that the bulk of the derelict land problem will be dealt with soon, although the future programme may contain a small number of additional sites which will be acknowledged by the WDA as worthy of treatment. In this context, it must be noted that the existing programme is still only an indication of the present overall amount of derelict land which can be treated in one form or another. Indeed, not all of the new schemes submitted by local authorities to the WDA, were approved. In addition new schemes may be required from time to time to deal with future industrial changes.

8.4.3 Therefore, within the plan period the County Council will continue to seek funding to treat all derelict land it identifies as worthy of such action. Often, the appropriate treatment will involve extensive land-forming procedures, but there will be cases where modest proposals will suffice.

D1 ALL IDENTIFIED DERELICT LAND WILL BE SUBJECT TO TREATMENT APPROPRIATE TO THE CONDITION AND NATURE OF THE SITE AND PROPOSED AFTER USES, DURING THE PLAN PERIOD

8.5 Development Briefs and Supplementary Planning Guidance

8.5.1 Following the initial feasibility study, land use policy for an approved reclamation scheme should normally involve the preparation of a development brief to identify the proposed future land uses and the means of implementation. Where such schemes are complex because of their scale, nature or relationship with surrounding land uses (for example, as is the case with many County Council sponsored schemes), it may be appropriate to establish such briefs as supplementary planning guidance under the Planning and Compensation Act 1991 and PPG12.

8.5.2 The development brief, particularly if it is approved as supplementary planning guidance, should contain sufficient detail in order to provide a clear framework for development control decisions. This should include the physical impact of the scheme on residential and other property and its inhabitants; the implications of the scheme on archaeology, local history, agriculture, local ecology and nature conservation; recreational opportunities and visual amenity; the transportation implications; and the social and economic benefits of the scheme in terms of intended after-use and the pursuit of wider objectives in the surrounding area.

D2 EACH RECLAMATION SCHEME WILL NORMALLY REQUIRE A DEVELOPMENT BRIEF TO BE PREPARED AND, WHERE ADDITIONAL DETAILED LAND USE POLICIES ARE NECESSARY, APPROVED AS SUPPLEMENTARY PLANNING GUIDANCE TO THE DEVELOPMENT PLAN.

8.6 Aftercare Management and Resources

8.6.1 The aftercare requirements of schemes can often pose major problems. This is partly because there are increasing numbers of schemes where a high proportion of the reclaimed land is proposed for amenity or agricul-
tural and forestry after-use. Once treatment is complete, it is normal practice for the local authorities to dispose of the land as soon as possible. However, certain land must be retained in public ownership as a result of its designated after-use; for example, public open space. In addition, where agricultural or forestry uses are proposed, before disposal can occur, the County Council must be satisfied that the prospective land owner has the capability and resources to maintain the site to an adequate standard.

8.6.2 Therefore, with regard to land having to remain in public ownership, there is a need to monitor conditions and take appropriate action to ensure that reversion does not occur. The most effective means to achieve this is considered to be an after management plan, preferably created at the outset of scheme design. Amongst the land use issues to be addressed are the effective design of landform, landscape and location of facilities.

D3 LAND USE WILL BE MONITORED ON COMPLETED SITES WHICH ARE TO BE RETAINED IN PUBLIC OWNERSHIP AFTER THE EXPIRY OF DERELICT LAND GRANT AID, AND ANY NECESSARY ACTION TO ENSURE THEIR CONTINUED BENEFIT TO THE COMMUNITY WILL BE TAKEN.

8.7 Contaminated Land

8.7.1 The question of actual or potentially contaminated land is a separate but important issue where further planning and related environmental guidance will be necessary for its treatment and regulation.

8.7.2 The Government has withdrawn the requirement for statutory registers of contaminative uses of land, proposed by the Environmental Protection Act 1990. Instead there is to be a review of the powers and duties of local authorities relating to the identification, assessment and appropriate treatment or control of land that could cause pollution of the environment or harm human health. In the meantime, the government considers that local authorities will be able to use their existing powers, to find and deal with actual pollution which is a source of danger, and to decide planning issues about contamination.

8.7.3 Local authorities may come across contaminated or potentially contaminated land, either on derelict land needing reclamation or on land to be developed or redeveloped needing planning permission. Where contaminated land co-exists with identified derelict land, grants for its treatment are available. In such a case, it could be expected to receive priority on grounds of safety.

8.7.4 However, where land is not derelict, the present situation relies on the local authority knowing or suspecting that the land is contaminated, or the potential developer admitting that it is or is suspected of being contaminated. On land which is currently, or relatively recently has been subject to a potentially contaminated use, the assessment of risk may be relatively easy. How-

ever, on land which has not had a potentially contaminative use in recent history, the presence or suspicion of the presence of contamination, will be more difficult to establish. Many contaminative uses existed well before planning records were kept, and information can be extremely sketchy if not completely missing.

8.7.5 Problems may arise where land is still operational or has been redeveloped without treatment. Where it is still operational it may be possible to tackle any contamination when further development is required, by means of a private scheme. However, it is clearly sensible to minimise the chances of this situation arising in the future. Where a potentially contaminated site (ie where contamination is known or strongly suspected) is proposed for redevelopment, the extent of the contamination and nature of treatment should be established prior to approval. The County Council considers that the applicant should supply this information. The agreement of the NRA should always be sought on the type of treatment, because of its special interest in the issue by reason of its responsibilities for groundwater protection.

D4 BEFORE REDEVELOPMENT PROPOSALS ARE APPROVED ON SITES WHICH ARE CONSIDERED TO BE POTENTIALLY CONTAMINATED, INVESTIGATIONS MUST BE UNDER-TAKEN BY THE APPLICANT TO ESTABLISH WHETHER CONTAMINATION EXISTS AND IF SO TO DETERMINE THE APPROPRIATE TREATMENT.

8.8 Conservation

8.8.1 Most of the worst dereliction has now been tackled. There is a good prospect that the present schemes with hard-end uses will either be in progress or completed before the end of the decade. Soon there will be left only those schemes characterised as consisting chiefly of valley sides, high ground, hill tops and moorland.

8.8.2 The change in character of the majority of schemes makes it all the more important that, within the design and implementation of the treatment and after-uses of a scheme, due consideration is given to the protection and enhancement of particular valuable features found within the scheme boundary or in its environs. By this is meant those features relating to nature conservation, geological structures, architectural quality, historical importance, industrial archaeological importance, or other special interest. It is intended not only that the site operations and the form of future land uses should avoid disturbing such features but that there should be every attempt made to protect and enhance them for posterity.

8.8.3 This change in character will also lead to a reassessment of the methods of appropriate treatment in other less sensitive situations. It may be that treatment would be limited to replanting schemes and other cases where the engineering content is minimal. Other potential schemes may require little or no treatment because of
the quality of natural colonisation which may already have occurred.

**D5** WHERE A DERELICT SITE CONTAINS FEATURES OF NATURE CONSERVATION, GEOLOGICAL, ARCHITECTURAL, HISTORIC OR INDUSTRIAL ARCHAEOLOGICAL, OR OTHER SPECIAL INTEREST, THE PROTECTION OF THOSE FEATURES WILL BE TAKEN INTO ACCOUNT IN THE DESIGN AND IMPLEMENTATION OF THE RECLAMATION SCHEME, AND THE CONSIDERATION OF SUBSEQUENT REDEVELOPMENT PROPOSALS.

**8.9 New Habitats for Flora and Fauna**

8.9.1 It is proposed that the protection, maintenance and enhancement of existing habitats identified under EV5, or possible replacement under EV6, should be taken into account in the design of a scheme. In addition, where appropriate new and varied habitats might also be created. Such action is intended to support the continued existence of native fauna and flora in the completed landscape.

**D6** IN EACH RECLAMATION SCHEME, RESTORATION SHOULD BE UNDERTAKEN SO AS TO CONSERVE OR REPLACE AREAS OF NATURE CONSERVATION INTEREST, OR TO CREATE NEW HABITATS, WHEREVER THIS IS COMPATIBLE WITH THE PROPOSED AFTER-USES OF THE SITE.

**8.10 Prevention of Prejudicial Development**

8.10.1 It would be clearly inappropriate to allow development to occur which would prejudice a reclamation scheme, even though that scheme may not be programmed for implementation immediately. Policy D7 is proposed to deal with this and will apply to land which forms part of or is vital to the implementation of an approved reclamation scheme.

**D7** DEVELOPMENT WHICH WOULD PREJUDICE THE COMPREHENSIVE RECLAMATION OF DERELICT LAND WILL NOT BE PERMITTED.

**8.11 Prevention of Dereliction**

8.11.1 Where derelict land unavoidably continues to be created, it is obviously essential to treat it and return it to beneficial use. However, naturally it would be preferable to prevent dereliction in the first place.

8.11.2 Most of the dereliction created in Wales pre-dated the planning control procedures. It is a legacy from former heavy industries and their industrial restructuring or old mineral workings which were not subject to planning controls. Now that the Mineral Planning Authorities and Local Planning Authorities have a wide range of powers, it should be easier to ensure that the creation of new dereliction is kept to a minimum.

8.11.3 For the future it seems likely that there may be less mineral related dereliction because of greater control powers. The current tightening of pollution controls, and in particular the introduction of integrated pollution control under the Environmental Protection Act 1990, should also be of great assistance, but dereliction cannot be prevented completely and some will continue to be created by industrial closures and from misuse of land and buildings to the extent that they become contaminated.

8.11.4 The County Council will take action, wherever possible to prevent the creation of new dereliction in the county.
9. MINERALS

Strategy Elements

- To ensure that whilst protecting the environment there should be a continuing basis for the minerals industry in the County to meet the needs of society.

9.1 Introduction

9.1.1 It is indisputable that society needs minerals. There are the obvious needs which include construction (e.g. roads, houses, factories, schools, hospitals etc.). Also energy supply for power generation and raw materials for industry (i.e. production of iron/steel, chemicals, cement etc.). There are also the less obvious needs which include those uses of minerals in agriculture, in purification processes for sugar, water, paint etc., in foodstuffs, toothpaste, paper and in manufacturing industries such as glass and ceramics.

9.1.2 Geological processes have provided the minerals which society needs, but not always in the most favourable location. Minerals can only be worked where they exist and such a fact often leads to conflict with other land-uses and with conservation, particularly as those same geological processes which give rise to economic deposits often led to the special landscape features which are so important to environmental quality. Furthermore, the growth of communities close to the mineral workings which provided employment, particularly in the coalfield valleys of Mid Glamorgan is also an important factor in this conflict. The County Council has always taken the view therefore that mineral exploration should only take place in an environmentally acceptable manner.

9.2 Mineral Planning Guidance (MPG)

9.2.1 In recent years, there have been increasing concerns over the impact of mineral development on the environment. Central Government has recognised the importance of environmental issues in producing a series of Mineral Planning Guidance notes since 1988. Subsequently, the White Paper - 'This Common Inheritance' (1990), together with recent revisions to general planning policy guidance notes, have re-emphasised this viewpoint.

9.2.2 MPG1 sets out the general policy considerations for Mineral development while other MPG notes cover the control of development, the review of mineral development and reclamation of mineral workings. However, three of the notes cover specific types of mineral workings namely opencast coal (MPG3), the provision of Aggregates (MPG6), and Cement (MPG10). Those MPGs provide valuable advice on national and regional issues and draw upon work carried out by various bodies including the Regional Aggregates Working Parties. Consequently, in conjunction with other Planning Policy Guidance, these Mineral Guidance Notes provide the type of advice needed for the preparation of Structure Plans.

9.2.3 Mid Glamorgan is a major mineral producing area (Fig 8), and the County Council recognises the need to maintain the County's contribution to regional production and supply, to meet the demands of society. Within the framework of the Structure Plan, Mid Glamorgan County Council has been preparing a series of Quarry Appraisals and individual parts of a Minerals Subject Plan. When all sites have been assessed, a statutory Minerals Local Plan will be produced. That Plan will contain general and site specific policies and proposals for future mineral working in the whole of Mid Glamorgan.

9.3 Minerals Policies

9.3.1 Several issues have arisen since the Structure Plan was approved initially in 1982 and subsequently with modification in 1989. These include for example new legislation, the introduction of Minerals Planning Guidance, and the greater awareness of environmental matters. In addition, experience gained from implementing existing policies through development control, appeals, and in the preparation of Minerals Local Plans has shown that some modification of the existing policies is necessary. It is therefore proposed to introduce a new set of mineral policies to cater for these changes and this experience. In doing so, the opportunity has also been taken to modify the format of the policies in order to deal with specific issues.

9.3.2 The minerals policies are also established in the context of sustainable development within which the concept of safeguarding of non renewable resources, use of alternatives and identifying the need for development are fundamental principles. Those concepts are consistent with advice in Minerals Planning Guidance notes and the revised general guidance in PPGs 1 and 12.

9.4 General Mineral Working Policy

9.4.1 Minerals extraction almost invariably has an adverse impact upon the environment and upon other land-uses. Although the individual characteristics of mineral workings may vary, there are many common factors which need to be considered in assessing proposals for mineral workings. In recognition of this situation and those factors which are common to all forms of mineral extraction, a policy is proposed against which (a) new proposals for development may be judged and (b) existing operations will be assessed in accordance with the terms of the Town and Country Planning Act 1990 (as amended). Further, criteria specific to the type of development are contained in subsequent policies.
Fig. 8

Mid Glamorgan: Geology and Mineral Workings

Geology (Solid)
- Liassic
- Triassic
- Upper (Pennant)
- Lower / Middle
- Millstone Grit
- Carboniferous Limestone
- Devonian

Coal Measures

Mineral Workings (Active at 1.12.93)
- Quarry
- Coal Mine (British Coal)
- Coal Mine (Private)
- Opencast Coal Site (British Coal)
- Opencast Coal Site (Private)
- County Boundary

Source: Mid Glam C.C.
MINI PROPOSALS FOR MINERAL EXTRACTION AND ASSOCIATED DEVELOPMENT WILL ONLY BE PERMITTED WHERE:

- MEASURES CAN BE TAKEN TO REDUCE DAMAGE OR DISTURBANCE TO THE ENVIRONMENT TO ACCEPTABLE LEVELS.
- POLLUTION OR DISTURBANCE OF WATER SUPPLY AND DRAINAGE ARE UNLIKELY TO RESULT FROM THE PROPOSAL.
- MEASURES CAN BE TAKEN TO REDUCE DAMAGE OR DISTURBANCE TO NEIGHBOURING LAND USES TO ACCEPTABLE LEVELS, INCLUDING THE EFFECTS OF EXCESSIVE NOISE, DUST, VIBRATION AND OTHER DISRUPTIVE INFLUENCES ARISING FROM THE METHODS OF WORKING OR THE DURATION OF THE DEVELOPMENT.
- THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, PARTICULARLY TRAFFIC GENERATION TO AND FROM THE SITE, AND ACCESS.
- THERE ARE POTENTIAL BENEFITS TO THE LOCAL ECONOMY, PARTICULARLY IN TERMS OF CONTINUED OR ADDITIONAL EMPLOYMENT.
- PROPOSALS FOR RESTORATION, AFTER CARE AND BENEFICIAL AFTER-USE ARE SUITABLE.
- THE PROPOSAL IS UNLIKELY TO REDUCE THE STABILITY OF ADJOINING LAND
- THE POTENTIAL IMPACT OF UNSTABLE LAND ON OR IN THE VICINITY OF THE SITE OF THE PROPOSAL IS ACCEPTABLE

9.5 Open Pit Excavations

9.5.1 In addition to the criteria listed in Policy MINI, open pit excavations, which may include quarrying, open-cast coal working, clay extraction, sand and gravel working and metaliferous mineral extraction have particular characteristics which need to be considered carefully.

MIN2 PROPOSALS FOR OPEN PIT MINERAL WORKING WILL ONLY BE PERMITTED SUBJECT TO POLICY MINI AND WHERE:

- DISTURBANCES CAUSED BY METHODS OF EXTRACTION, PARTICULARLY THE EXTENT OF ANY BLASTING, ARE UNLIKELY TO BE EXCESSIVE.
- DEPTH OF WORKING AND PHASING OF OPERATIONS DO NOT PREJUDICE RESTORATION AND BENEFICIAL AFTER USE

• THE LEVEL OF ANNUAL OUTPUT AND SCALE OF WORKING OPERATIONS ARE UNLIKELY TO LEAD TO UNACCEPTABLE DISRUPTIVE EFFECTS ON THE LOCAL COMMUNITY.
• SUITABLE MEASURES ARE PROPOSED TO TAKE ACCOUNT OF RELEVANT GEOLOGICAL FACTORS RELATING TO THE SITE, AND THEIR EFFECTS UPON THE EXTENT OF COMMERCIAL USEFUL RESERVES.

9.6 Future Mineral Working

9.6.1 For many years the County Council has adopted a policy which presumes against any new limestone quarries. This policy has derived from detailed consideration of the known resources of limestone, the extent of permitted reserves, the location of existing quarries and the markets within which they operate. The County Council at present believes there is no foreseeable need to open new limestone quarries within the Plan period and that markets can be satisfied by exploiting existing reserves and where necessary and appropriate, by extending existing quarries. Policy MIN2 proposes that new limestone quarries will not normally be permitted. Some flexibility is maintained therefore, to deal with changes to other material considerations including markets and overall supply within the region. In the case of sandstone the County Council acknowledges that demand normally relates to the specialist skid resistance qualities of the stone and its use for road surfacing throughout the UK. Although existing permitted reserves appear to be sufficient to meet present demands, it may be necessary to release further reserves either at existing sites or at new locations if overall UK demand should increase. Such proposals would be considered under MIN1 and MIN2.

MIN3 NEW LIMESTONE QUARRIES WILL NOT NORMALLY BE PERMITTED

9.6.2 As indicated above enlargements of existing quarries may be acceptable where they are compatible with other mineral policies. In some instances, lateral extensions to quarries may be premature particularly if resources are known to be present at depths which may be worked economically. However, as sites are worked to greater depth, geotechnical considerations may become more significant, and the influence of water table becomes more important. The County Council has supported research into these matters and recognises the necessity to take them into account.

MIN4 FAVOURABLE CONSIDERATION WILL BE GIVEN TO ENLARGEMENTS OF EXISTING QUARRIES SUBJECT TO MINI, MIN2 AND MINI2. WHERE ENLARGEMENTS ARE CONSIDERED ACCEPTABLE THE DEEPENING OF EXISTING QUARRIES IN PREF-
ENCE TO LATERAL EXTENSIONS WILL BE FA-
VOURED SUBJECT TO ACCEPTABILITY IN TERMS
OF GEOTECHNICAL, HYDROLOGICAL AND
HYDROGEOLOGICAL FACTORS.

9.6.3 The County Council has for many years recognised
the damaging effects of sand extraction from foreshore
and dune deposits along the coast of Swansea Bay in terms
of erosion of the coastline, effects on the environment and
nature conservation in the Kenfig NNR and Merthyr
Mawr areas. Although limited working may continue to
take place within those areas of Mid Glamorgan, mainly
from existing chattels, the County Council has always
opposed proposals for extraction from other sites. The
County Council therefore wishes to reaffirm its position
and hence the principle of this policy is brought forward
from the existing approved Structure Plan.

MIN5 PROPOSALS FOR SAND/GRAVEL EXTRAC-
TION ALONG THE ENTIRE FORESHORE AND THE
DUNE SYSTEM OF THE MID GLAMORGAN
COASTLINE WILL NOT BE PERMITTED.

9.7 Mining

9.7.1 Mining has been the most dominant form of min-
eral extraction in Mid Glamorgan. Although mining for
silica sandstone and iron-ore has now ceased and the
drastic run-down in deep coal mining since 1984 has
reduced the number of deep mines to one, small scale coal
mining continues. Currently there are 10 licensed coal
mines in the County with the greatest concentration in
Merthyr Tydfil and Rhymney Valley Districts. Whilst
these mines have an impact locally, they do not have any
particular characteristics which warrant policy
consideration outside Policy MIN1.

9.8 Oil and Gas

9.8.1 Oil/gas exploration has taken place in Mid Gla-
morgan on several occasions in recent years. For the most
part, this exploration has been restricted to vibroseis
surveys with occasional use of explosive charges. Whilst
the County Council has taken the view that this form of
development is transient with very limited environmental
effects, it is prudent to present a policy on such activities
as a guide to developers particularly if more detailed
exploration by drilling is to be carried out.

MIN6 EXPLORATION FOR OIL AND GAS WILL BE
PERMITTED PROVIDED THAT ANY PROPOSALS
CONTAIN APPROPRIATE MEASURES FOR THE
PROTECTION OF THE ENVIRONMENT AND
RESTORATION OF THE LAND.

9.8.2 The exploration work which has been carried out
for oil and gas has not yet led to any proposals for
extraction. However, it must be recognised that such
development could take place if exploration proves that
economically workable reserves exist. Proposals for oil/
gas extraction will be examined under policy MIN1.

9.9 Mineral Waste

9.9.1 With the decline in the deep mine coal industry, the
requirement for land for tipping of colliery waste has
reduced dramatically. The capacity of those colliery tips
which remain is such that there is unlikely to be any
pressure for further development within the plan period.
However, other mineral activities (e.g. quarrying) also
generate waste and it is necessary to make clear to
developers how such proposals will be considered.

MIN7 PROPOSALS FOR THE TIPPING OF MINERAL
WASTE WILL ONLY BE PERMITTED WHERE THEY
ARE ACCEPTABLE UNDER POLICY MIN1 AND
WHERE:-

• THE SCALE OF THE PROPOSED TIP IS
COMPATIBLE WITH THE PRESENT LAND-
SCAPE

• THE PROPOSED LAND FORM IN RELATION
TO AFTER-USE IS CONSIDERED SUITABLE.

• THE PROPOSAL IS UNLIKELY TO GENER-
ATE ENVIRONMENTAL POLLUTION, PAR-
TICULARLY THAT LEADING TO ADVERSE
EFFECTS ON WATER QUALITY AND
SUPPLY.

9.9.2 Spoil tips from former mineral workings some-
times contain economically workable deposits of material.
In some instances there are quantities of small coal which
can be recovered by washing the tip material, whereas
others tips can provide large quantities of secondary
aggregates for use as fill or as a feedstock for brick or block
making. There has been much activity of this type in recent
years and it is necessary to define a policy accordingly.

MIN8 APPLICATIONS FOR PLANNING CONSENT
FOR THE EXTRACTION OF MATERIAL FROM MIN-
ERAL WORKING DEPOSITS WILL ONLY BE PER-
MITTED WHERE THEY ARE ACCEPTABLE UNDER
POLICY MIN1 AND WHERE:-

• THE PROPOSAL MAINTAINS OR IMPROVES
TIP SAFETY WHERE RELEVANT.

• THE PROPOSAL IS UNLIKELY TO GENER-
ATE ENVIRONMENTAL POLLUTION, PAR-
TICULARLY THAT LEADING TO ADVERSE
EFFECTS ON WATER QUALITY AND
SUPPLY.

9.10 Landbanks

9.10.1 Mid Glamorgan is a major minerals producing
area providing a substantial proportion of regional pro-
duction and available supply. The County Council recog-
nises that, it is necessary to maintain the county's
contribution to regional mineral supply by ensuring that
a sufficient stock of permitted reserves (ie a landbank) is available to meet the needs of industry. The construction industry requires aggregates (crushed rock, sand/gravel, secondary materials) for roads, buildings and civil engineering projects; the iron and steel industry requires limestone/dolomite for fluxing; the chemical industry requires minerals of special quality; and the cement industry requires limestone and shale. In determining the appropriate period for the landbank, it is necessary to have regard to the investment required in major quarries, the demand for the mineral, the level of production, and the impact of working.

MIN9 IN ORDER TO SECURE AN ADEQUATE SUPPLY OF CRUSHED ROCK TO MEET THE NEEDS OF INDUSTRY, A LANDBANK OF PERMITTED RESERVES AMOUNTING TO 20 YEARS WHERE APPROPRIATE, WILL BE MAINTAINED AT INDIVIDUAL SITES.

9.11 Buffer Zones

9.11.1 The County Council recognises that minerals can only be worked where they occur, and at times there is conflict between mineral working and other land-uses. The County Council will seek to minimise that conflict by protecting reserves (with planning permission for working sites, or resources which have been identified for protection in the minerals local plan), against other forms of development. That protection recognises that mineral reserves and resources could be sterilised when development is located directly upon, or adjacent to them. Furthermore, it recognises the potential impact of working those reserves and resources and it is necessary to introduce policies which restrict development which would sterilise such deposits.

MIN10 IN MEETING THE LANDBANK COMMITMENTS IN POLICY MIN9 ANY DEVELOPMENT WHICH WOULD STERILISE RESERVES WITH PLANNING CONSENT FOR MINERAL WORKING TOGETHER WITH OTHER RESOURCES IDENTIFIED FOR PROTECTION IN MINERAL LOCAL PLANS WILL NOT BE PERMITTED.

MIN11 A BUFFER ZONE WITH A WIDTH TO BE DEFINED FOR EACH SITE IN THE MINERAL PLAN SHALL BE DRAWN OUTWARDS FROM THE BOUNDARY OF EXISTING QUARRIES AND RESERVES, IDENTIFIED IN MINERALS LOCAL PLANS, AND WITHIN THAT ZONE (A) RESIDENTIAL OR OTHER SENSITIVE DEVELOPMENT AND/OR (B) MINERAL DEVELOPMENT WILL NOT BE PERMITTED. IN DEFINING EACH BUFFER ZONE ACCOUNT WILL BE TAKEN OF THE EFFECTS OF MINERAL DEVELOPMENT AND THE EXISTING AND PROPOSED PATTERN OF LAND USES IN THE VICINITY.

9.12 National Parks

9.12.1 The County Council acknowledges that quarries exist in the National Park and that any proposals for mineral development there must be assessed in a rigorous manner in terms of environmental impact, national importance, alternative supplies and economic benefits. Stringent tests should also apply to other areas and features of national and international environmental importance. In view of the availability of mineral deposits elsewhere in Mid Glamorgan, the County Council considers that any new quarries or major extensions to existing sites which would produce unacceptable adverse affects on these areas would only be warranted in exceptional circumstances.

MIN12 NEW QUARRIES OR SUBSTANTIAL EXTENSIONS TO EXISTING QUARRIES WILL NOT BE PERMITTED WHERE THIS WOULD RESULT IN:

- UNACCEPTABLE LEVELS OF VISUAL INTRUSION ON THE NATURAL BEAUTY OF THE NATIONAL PARK OR THE HERITAGE COAST.
- UNACCEPTABLE LEVELS OF DAMAGE OR DISTURBANCE TO SITES AND THEIR SETTINGS RECOGNISED AS HAVING NATIONAL OR INTERNATIONAL NATURE CONSERVATION, ARCHAEOLOGICAL, ARCHITECTURAL, OR HISTORIC IMPORTANCE.

9.13 Recycling/Use of Substitute Materials

9.13.1 The term 'Secondary Aggregates' refers to those materials which are produced as waste from naturally occurring deposits or from industrial biproducts, and which can be used in bulk in construction. Such materials may include clay/shale, colliery spoil, quarry waste, power station ash, iron and steel slag and other industrial products. These commodities have been used to provide bulk fill for road embankments, for road surfacing materials and as a feedstock for lightweight block making plants, and as such have reduced the potential demand for quarried products, particularly limestone. At present, approximately 10% of aggregates consumption comprises secondary materials and the County Council believes that greater utilisation could be achieved. Furthermore, where appropriate the County Council will encourage recycling of construction materials such as concrete and road planings to reduce the need for new materials. Clearly some of these operations could have a detrimental effect on the environment, and there would need to be a proper balance between any operation and its effects.

MIN13 THE PRODUCTION OF SECONDARY AGGREGATES FROM THE WINNING OF NATURAL MATERIALS OR THE RECYCLING OF INDUSTRIAL WASTES, WILL BE PERMITTED WHERE THIS WOULD NOT RESULT IN UNACCEPTABLE DAMAGE TO THE ENVIRONMENT.
10. RETAILING

STRATEGY ELEMENTS

- To limit the loss of locally generated expenditure from the County by improving the nature of shopping facilities in the County.
- To establish the renewal of existing town centres in the County as the priority area for future retail investment.
- To ensure that the vitality and viability of major town centres in the county is not undermined by new retail development in other locations.
- To allow limited additional floorspace in out of town locations where this is complementary to town centre development.
- To ensure that the existing support for the improvement to the physical environment of town centres continues.

10.1 Introduction

10.1.1 Retailing is commonly accepted to be an activity important to the whole community and not just shoppers. It is often an attractor of other investment in jobs and services. This attribute works best where floor space can be concentrated in town centres which are likely to remain the most accessible locations for the bulk of the catchment population. Problems in coping with future general traffic growth and also the expected greater future role for public transport will have an effect on the suitability of certain locations for retailing and tend to favour town centres. These trends are reflected in the structure plan policies now proposed.

10.1.2 Retailing influences associated with major town centres or large new developments can extend over a wide area often beyond district and even county boundaries. Hence these issues have always been given major coverage in previous Structure Plans for the County. However, government planning policy guidance and recent changes to the retailing industry itself require a new set of retail policies for the period covered by the review.

10.2 Planning Policy Guidance (PPG6)

10.2.1 The revised version of PPG6 'Town Centres and Retail Development' was issued in July 1993. Although this guidance indicates that the planning system should not inhibit competition among retailers because of the benefits this could bring to the public, it also stresses the need for a suitable balance between retail development in town centres and on out of town sites. Town Centres are seen as playing an important role in the social and economic life of communities and their vitality and viability should be encouraged and where necessary protected. However, only where clear evidence is available to suggest that such matters would be undermined by retail development outside town centres should these developments be refused permission.

10.3 Structure Plan Policy

10.3.1 The first structure plan recognised a deficiency in shopping facilities in many parts of the County. Policies on retailing were therefore aimed at supporting existing town centres with new investment, whilst protecting them from out of centre developments, first as convenience good superstores and subsequently as durable goods retail warehouses. Although the Secretary of State approved such sector based policies on two occasions, his interpretation of them at appeal, was conditioned by the projected growth in trade and its apparent effect on the town centre as a whole. Several major proposals for new out of town floorspace were given permission in the County and have yet to be fully completed. This is partly due to the recession but also to the fact that some proposals were developer rather than retailer led. These permissions, with the prospect of extensive out-of-town developments, had an inhibiting effect on town centre investment. As the economy climbs out of recession it is anticipated that development on existing permissions will resume while evidence already exists to indicate that pressures for new retail development have increased.

10.3.2 Many areas of the County have seen very little increase in the overall amount of floorspace and the current retailing position remains one of deficiency of provision for these areas. Evidence produced at planning appeals and specific town centre studies suggests that whereas most convenience and bulk durable goods expenditure is spent within the county, a very large proportion of other durable expenditure leaves the area, principally for Cardiff.

10.3.3 Town centres in Mid Glamorgan continue to be small in durable goods floorspace terms compared to their catchments, while improvements to centres themselves, including the development of new floorspace, refurbishment of buildings and general environmental improvements, have proved difficult to implement. To achieve these improvements the County and District
Councils have designated a series of CIA’s under the urban programme providing funding for the refurbishment of many of the town centres in the valley areas. The County Council is of the opinion that such funding needs to be maintained over the plan period not only to make further progress, but to sustain the improvements achieved to date.

10.3.4 Recent forecasts of long term retail expenditure, produced by the Unit for Retail Planning Information, indicate that both convenience and comparison (durable) expenditure will grow over the plan period, albeit at a much lower rate than experienced in recent years (see FIG 9). Despite current approvals for increases in durable floorspace in Mid Glamorgan’s town centres, such proposals if implemented, are still unlikely to be able to absorb even the lower projected growth of expenditure. Hence some areas stand to lose an even larger proportion of local durables expenditure. The County Council considers there are good reasons for attempting to limit this possibility and to retain expenditure in the local catchment. These include increasing the number of jobs in an area, reducing the length of shopping journeys, increasing the scale of retailing functions with the possibility of attracting further development, and priming other developments where land supply conditions are suitable. It is therefore considered vital that existing proposals for new floorspace are implemented, that investment that has taken place so far in CIA’s is safeguarded, new investment is renewed and refurbishment encouraged while there is some scope for a limited amount of additional new floorspace.

10.3.5 The shopping strategy for the County therefore gives the improvement of existing main town centres high priority, while seeking the appropriate development of new floorspace on permitted out of centre sites, with a view to limiting the loss of locally generated consumer expenditure from the county.

10.4 Major Town Centres

10.4.1 Major town centres of the County are shown in Table 6 and Figure 10. Approved proposals for new floorspace in these centres will in some cases increase their size substantially, whilst modernising and improving their overall competitive position. The expansion of such new floorspace seeks to retain a greater proportion of local expenditure, and is thus considered essential to the maintenance and improvement of town centre vitality and viability while reducing the need for long distance shopping journeys to centres outside the county.

10.4.2 New policies are proposed below, to indicate clearly the main priorities for town centre investment; firstly, to identify the main shopping centres in which major development is preferred; and secondly, to ensure that developments within the main town centres are of an appropriate nature. The latter is particularly important to improving the competitive ability of town centres, especially in view of their already congested nature in many cases. However, the policy also seeks to ensure such approvals must have regard to possible effects on other major town centres both within Mid Glamorgan and neighbouring counties. In this and in cases related to out of town centre shopping, nearby town centres will be considered to include those in neighbouring districts and counties.

R1 THE TOWN CENTRES IN THE COUNTY (INCLUDING WHERE APPLICABLE, AREAS ADJACENT TO THEM), AS DEFINED IN LOCAL PLANS, WILL BE MAINTAINED AND ENHANCED LARGELY ON THE BASIS OF THE ROLE INDICATED BY THE FOLLOWING HIERARCHY:

MAJOR CENTRES
- SUB REGIONAL CENTRES
  BRIDGEND, MERTHYR TYDFIL, ABERDARE, PONTYPRIDD, CAERPHILLY, BARGOED
- DISTRICT CENTRES
  MAESTEG, PORTHCAWL, PORTH, TREORCHY, TONYPANDY, MOUNTAIN ASH, TALBOT GREEN, YSTRAD MYNACH

MINOR CENTRES
- ALL OTHER EXISTING SHOPPING CENTRES IDENTIFIED IN LOCAL PLANS (NORMALLY EXCLUDING RETAIL WAREHOUSE PARKS AND FREESTANDING LARGE RETAIL STORES) WILL GENERALLY BE CONSIDERED, AS LOCAL OR NEIGHBOURHOOD CENTRES WHICH ARE INTENDED TO SERVE THE RETAIL NEEDS OF THE SETTLEMENT OR IMMEDIATE LOCALITY.

R2 PROPOSALS FOR THE DEVELOPMENT OF ALL NEW RETAIL FLOORSPACE IN THE CENTRES INDICATED IN R1 WILL BE PERMITTED SUBJECT TO THE FOLLOWING:

- THE PROPOSAL BY VIRTUE OF ITS SCALE, IS UNLIKELY TO UNDERMINE THE VITALITY AND VIABILITY OF NEARBY SHOPPING CENTRES AS A WHOLE (INCLUDING PROPOSALS FOR NEW FLOORSPACE WITHIN OR ADJACENT TO THEM WHICH ARE ESSENTIAL TO THIS)
- THE PROPOSAL IS COMPATIBLE WITH THE EXISTING PHYSICAL CHARACTER OF THE CENTRE
- THE PROPOSAL IS COMPATIBLE WITH TRANSPORTATION CONSIDERATIONS, INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS.

10.5 Existing and Approved Retail Warehouse Parks

10.5.1 Until the early 1990’s pressure to provide out of town centre locations for durable goods was largely
Fig. 9

UK Annual Average Consumer Retail Expenditure per Head Actual and Projected (1985 prices)


Source: URTI Newsletter 9/3
Mid Glamorgan: Major Service Centres and Retail Outlets

Fig. 10

- County Boundary
- M4 Motorway
- Major Road
- Regional Centre
- Sub Regional / Major District Centre
- District Centre
- Proposal for New Town Centre Floorspace
- Retail Warehouse Park, Existing or Under Construction
- Retail Warehouse Park, Proposed
- Existing Major Out-of-Town Superstore / Durables Store
Table 6

Major Shopping Centres in Mid Glamorgan

<table>
<thead>
<tr>
<th></th>
<th>Existing Floorspace (Net Sq m)</th>
<th>Approved Floorspace (Net Sq m)</th>
<th>Total (Net Sq m)</th>
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<tbody>
<tr>
<td><strong>SUB REGIONAL CENTRES</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Bridgend</td>
<td>19,851</td>
<td>3,700</td>
<td>23,551</td>
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<td>Pontypridd</td>
<td>13,111</td>
<td>8,300</td>
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<td>Aberdare</td>
<td>13,463</td>
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<td>Merthyr Tydfil</td>
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<tr>
<td>Bargoed</td>
<td>6,959</td>
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<td>Caerphilly</td>
<td>8,671</td>
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<td><strong>DISTRICT CENTRES</strong></td>
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<tr>
<td>Talbot Green</td>
<td>12,913</td>
<td>-</td>
<td>12,913</td>
</tr>
<tr>
<td>Tonypandy</td>
<td>8,904</td>
<td>-</td>
<td>8,904</td>
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<td>Maesteg</td>
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<td>7,044</td>
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<tr>
<td>Porth</td>
<td>7,918</td>
<td>-</td>
<td>7,918</td>
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<tr>
<td>Treorchy</td>
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<td>-</td>
<td>5,993</td>
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<tr>
<td>Mountain Ash</td>
<td>5,011</td>
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<td>5,011</td>
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<tr>
<td>Ystrad Mynach</td>
<td>3,379</td>
<td>-</td>
<td>3,379</td>
</tr>
</tbody>
</table>

Source: Mid Glamorgan County Council

* Proposed by RVDC for Addition to town centre of over 10,000 sq.m (Net)

restricted to the sale of bulk durable goods such as DIY, furniture and electrical goods. Such pressures arose initially for individual stores to be followed by proposals for retail warehouse parks. In 1993, nearly 1,000,000 sq. feet (gross) of this form of floorspace was trading in the County, while a further 1,300,000 sq feet remained in unimplemented planning permissions, mainly in the form of retail parks.

10.5.2 The County Council accepts that there are some advantages in concentrating bulky goods shopping in suitable town centre sites and in out of centre retail warehouse parks where suitable sites are unavailable in town centres. These advantages include the prospect of local retention of expenditure, new jobs and the reduction of long shopping journeys, together with car parking and public transport provision. Indeed where there is floorspace potentially available in such approved locations the County Council would wish to discourage further sporadic retail warehouses to give priority to the full development of these sites. This might include the prospect of securing the relocation of existing units to the approved developments. Policy R3 thus seeks to concentrate new large units (ie at least 10,000sqft gross) selling mainly durable goods, to existing or approved sites where they are available.

R3 PROPOSALS FOR THE ESTABLISHMENT OF NEW LARGE RETAIL UNITS SELLING DURABLE GOODS OUTSIDE OF THE CENTRES INDICATED IN R1, WILL BE PERMITTED WHERE THEY ARE LOCATED WITHIN EXISTING OR APPROVED RETAIL UNITS OR SITES, AND PROVIDED THEY ARE COMPATIBLE WITH R5.

10.6 Superstores

10.6.1 Superstore policy in the County has always tended towards restriction of out of centre development on grounds of potential damage to the convenience trade of town centres. However, the Secretary of State has, as indicated above, tended to view superstore impact in terms of the town as a whole, and has often allowed such development at appeal.

10.6.2 At the end of 1993, there were 8 major superstores operating in town centre and other locations in the County comprising over 400,000 sq. feet (gross). At the same time approvals exist for a further 7 main stores which could provide a further 300,000 sq. feet (gross), sometimes at the heart of town centre renewal schemes.
The development plan allocates sites within or adjacent to town centres, it should be shown that such sites are inappropriate for a particular retail proposal.

10.7.4 The sixth criterion requires an assessment of whether acceptable impacts on overall shopping travel patterns will occur as a result of new out of centre proposals, as indicated in PPG6. Shorter distances to shop may result from the provision of new facilities, particularly where this involves the clawback of trade currently leaving an area. However, longer in some cases more difficult journeys, together with increased private car usage, could also result from loss of facilities in nearby town centres, or the development of new sites relying upon the attraction of regional trade. Significant increases in travel where this involves private car usage may also conflict with government policy for the reduction of overall levels of pollution. Proposals dealt with under R4 should therefore be accompanied by a statement indicating how the development is likely to effect existing shopping travel patterns, the level of private car usage and potential effects on CO2 levels and other polluting emissions.

R4 PROPOSALS FOR THE DEVELOPMENT OF NEW RETAIL FLOORSPACE OTHER THAN THOSE COVERED BY R2 AND R3, AND CONSISTING OF EITHER:

1. MAJOR NEW SHOPPING CENTRES
2. NEW RETAIL PARKS OR GROUPS OF LARGE UNITS SELLING MAINLY DURABLE GOODS
3. NEW LARGE SINGLE RETAIL UNITS SELLING MAINLY DURABLE GOODS
4. NEW LARGE UNITS OR SUPERSTORES SELLING MAINLY CONVENIENCE GOODS

WILL NOT BE PERMITTED WHERE:

- THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRES IS LIKELY TO BE UNDERMINED, TAKING INTO ACCOUNT THE CUMULATIVE EFFECTS OF OTHER APPROVED RETAIL DEVELOPMENT.
- THE DEVELOPMENT PLAN ALLOWS AN APPROPRIATE SITE WITHIN OR ADJACENT TO THE TOWN CENTRE CAPABLE OF ACCOMMODATING THE PROPOSAL.
- ACCESS TO THE PRIMARY ROAD NETWORK IS CONSIDERED INADEQUATE AND THERE ARE UNACCEPTABLE ADVERSE EFFECTS ON TRAFFIC FLOWS.
- ACCESSIBILITY TO PUBLIC TRANSPORT IS CONSIDERED INADEQUATE.
• THE PROPOSAL LEADS TO UNACCEPTABLE CONFLICT WITH THE CONSERVATION OF THE ENVIRONMENT OR THE MAINTENANCE OF LOCAL AMENITY.

• THE PROPOSAL IS LIKELY TO LEAD TO UNACCEPTABLE IMPACTS ON OVERALL SHOPPING TRAVEL PATTERNS, PARTICULARLY WHERE THIS INVOLVES MAJOR INCREASES IN PRIVATE CAR TRAVEL.

• THE PROPOSAL DOES NOT COMPLY WITH THE REQUIREMENTS OF R6 WHERE THE USE OF INDUSTRIAL LAND IS INVOLVED.

10.7.5 Retail warehouses, both on retail warehouses parks and as freestanding units, have tended to be devoted to bulky goods, for which large display space and extensive car parking are essential requirements. Such units, it has been argued, were not only difficult to accommodate in often congested town centres, but were not vital to the viability to the town centre itself since they often formed only a small proportion of the floorspace. Indeed the Secretary of State has often found in their favour at appeal concluding in some cases that nearly all of the bulky goods sector could be accommodated in such sites with little effect. Coincident with this, conditions have been imposed on such schemes and accepted by the Secretary of State, that the goods sold on such sites should be restricted, to bulky items. This would prevent goods more suitable to town centres from being sold. PPG6 now endorses the use of such planning conditions relating to the main ranges of goods to ensure developments do not change their character unacceptably.

10.7.6 In view of the large area of permitted floorspace of this kind in relation to estimates of the growth of future expenditure, there are likely to be pressures to change its nature towards higher value goods, and fill vacant or undeveloped floorspace. Meanwhile as indicated above, existing town centres, even with existing proposals for expansion, are unlikely to be able to absorb all projected increases in expenditure in durable goods, while new forms of retailing evolve over time. The County Council therefore believes that there is some scope for limited flexibility towards the nature of floorspace on retail parks and other out of town centre developments. This is suggested as a balanced approach to the creation of floorspace which for example may help to secure the development of existing parks and thus provide new local floorspace, while limiting the scale of impact on existing town centres. Floorspace in existing or approved single or groups of out of centre durable units and new units or sites acceptable under R3 or R4, should remain largely confined to the sale of bulky durable goods commonly found in retail warehouses. The sale of other durable goods would not be appropriate where this would, undermine the vitality and viability of town centres (see 10.7.2 above), including where there are new town centre proposals which are considered essential to this. In addition for the sale of these goods to be acceptable it should also be clearly shown that no suitable town centre development plan allocation, is capable of accommodating the proposal. New kinds of floorspace must also be considered in terms of any new traffic generation characteristics. R5 is proposed as a basis for controlling the character of existing, approved and future out of town centre retailing sites, and can be further detailed in local plan policies based on local circumstances.

R5 ALL EXISTING, APPROVED OR NEW DURABLE RETAIL FLOORSPACE OUTSIDE OF THE CENTRES REFERRED TO IN R1 WILL NORMALLY BE RESTRICTED TO OUTLETS SELLING BULKY DURABLE GOODS WITHIN CLASS A1 OF THE TOWN AND COUNTRY PLANNING (U.S.E. CLASSES) ORDER 1987. THE SALE OF OTHER DURABLE GOODS WILL NOT BE PERMITTED WHERE - THIS IS LIKELY TO UNDERMINE THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRES, - SUITABLE ALTERNATIVE TOWN CENTRE SITES ARE ALLOCATED IN THE DEVELOPMENT PLAN CapABLE OF ACCOMMODATING SUCH FLOORSPACE - AND THE PROPOSAL IS UNACCEPTABLE IN TERMS OF TRANSPORTATION CONSIDERATIONS.

10.8 Industrial Land

10.8.1 The introduction of large out of town retail units and parks has required the use of extensive flat sites. Often such sites were originally designated as industrial sites, and a number have now been given over to retailing uses, following planning appeals. Although the 1988 version of PPG6 indicated that such a change should not occur where industrial land was in short supply, the Secretary of State often interpreted the prospect of retailing development in the short term as preferable to the land remaining unoccupied for a substantial period. The revised PPG6 now notes that applications for retail use should not normally be allowed on land designated for other uses in the development plan, but where such land was unlikely to be developed for its proposed use, and retailing land was in short supply, then the use of some of this land for retailing may be preferable to keeping it vacant.

10.8.2 In much of the county, land suitable for industry is a finite and scarce resource. In the interests of the principle of sustainability alone it needs to be carefully husbanded even though development for industry may be many years away. It is the long term needs of the community rather than the need for a developer to make a return on investment in land that must be paramount. In any case, in view of the scale of existing permissions and the projected loss growth of retail expenditure, it is clear that permitting retailing uses on industrial sites does not guarantee their short term development.

10.8.3 The development of industrial sites, usually takes place over many years - sometimes extending beyond the Structure Plan period. There is also a demonstrable need in the county to improve the quality of jobs available.
While those in retailing make a valuable contribution to the overall stock of jobs, jobs in industry or other commercial sectors usually offer the prospect of higher quality and variety. The County Council considers it is inappropriate to release such sites where they are in short supply. It is therefore proposed to continue the restrictions on retailing on industrial sites, similar to those adopted in Approved Structure Plan policy R7, as follows.

**R6**  THE USE OF INDUSTRIAL SITES FOR ANY NEW RETAIL FLOORSPACE (INCLUDING RETAIL PARKS AND INDIVIDUAL DURABLE UNITS AND SUPERSTORES), WILL ONLY BE PERMITTED, WHERE IT CAN BE DEMONSTRATED THAT THERE IS A SUFFICIENT QUANTITY AND VARIETY OF LAND AVAILABLE FOR MANUFACTURING AND SERVICE INDUSTRY WITHIN THAT DISTRICT OR RELEVANT TRAVEL TO WORK AREA, AND RETAIL LAND IS SCARCE. RETAIL USES OTHER THAN THOSE ANCILLIARY TO THE SITE WILL NOT BE PERMITTED ON SPECIAL EMPLOYMENT SITES UNDER ES.
11. LEISURE

STRATEGY ELEMENTS

- To encourage the development of new leisure facilities where these are compatible with the conservation of the environment
- To encourage the wider public use of existing leisure facilities
- To encourage the further development of tourism in the County by supporting new attractions and destinations.
- To improve and extend the opportunities for the informal public enjoyment of the countryside where these are compatible with the conservation of the environment

11.1 Introduction

11.1.1 Development Plan policy relating to leisure has traditionally been dealt with under the headings of recreation and tourism. This has usually been on the basis that the former related largely to needs of residents, whereas the latter provides for visitors. Such a distinction is often arbitrary especially when many tourist facilities also seek more localised support. With this in view this section will introduce policies for sport, recreation and tourism under the general heading of leisure in keeping with other Structure Plan reviews in South Wales.

11.1.2 Local authorities, including the County Council, are major developers and funders of leisure facilities of many kinds and scales. For larger developments or projects Mid Glamorgan County Council has often acted in partnership with relevant District Councils, and other County Councils, to increase the financial support available. This form of arrangement has lead to major schemes such as the Rhondda Heritage Park, the Glyncorrwg Environmental Studies Centre, Parc Cwm Darran, the Heritage Coast and the Caerphilly Mountain Countryside Service. Smaller projects and management schemes also form a major element of the work, and are often supported directly by the County or District Council independently. The Structure and Local Plans seek to provide the policy framework for devising and implementing such projects.

11.1.3 Strategic Development Plan Policies relating to leisure are important for a number of reasons.
- Many potential development sites are in countryside locations and may be in areas receiving special protection for landscape, historical or environmental conservation reasons. Such areas are some times suffering from over use, and it is important to ensure that further damage is avoided.
- The leisure industries are growing in employment and becoming proportionally even more important with the decline of traditional industries. Many new major and minor leisure facilities have been introduced. It is important to provide a sound basis for the further development of the leisure industry.
- Demographic and social changes within the population have lead to major increases in participation in most types of leisure activity. It is important to ensure such improvements to the quality of life continue.

11.2 Planning Policy Guidance

11.2.1 The main planning policy guidance for leisure activity is contained in PPG17 ‘Sport and Recreation’ and PPG21 ‘Tourism’. PPG17 endorses many of the recommendations of the Sports Council for Wales document ‘Changing Times and Changing Needs’. The latter together with subsequent research updates, indicate that sports participation rates in this County are relatively low, and suggests a strategy to bring more people into sport, improving facilities for the disabled, protecting existing facilities and encouraging multiple use. In addition PPG7, ‘Countryside and the Rural Economy’, refers specifically to the need for the effects of any development on public rights of way in the countryside to be examined.

11.2.2 PPG 17 requires Structure Plans to:
- Identify the scope for major sport and recreation initiatives
- Provide guidance on sport and recreation provision
- Offer strategic guidance on other issues needing countywide policies.

More detailed policies dealing with specific sites, the needs of specific groups of the population, especially the disabled, and local protection of amenity, will be dealt with in local plans.

11.2.3 PPG21 notes that Tourism not only makes a major contribution to the national economy, but can act as a positive force for environmental protection and enhancement. The central objective of the guidance is therefore to
achieve sustainable development that serves the interests of economic growth and conservation of the environment. Structure Plans are required to consider the strategic aspects of tourism, including environmental impact, protection of assets, transportation considerations and trends in the scale and distribution of tourist activity. These aspects have been taken into account in the proposed Leisure policies presented below.

11.3 New Leisure projects and developments

11.3.1 The main advantages of Mid Glamorgan from a leisure point of view include its short but important coastline, the National Park, particular elements of its countryside, and its historical and industrial heritage. Furthermore its location at the centre of the South Wales region is also supported by improving transport links to other parts of the UK. The County is therefore, reasonably placed to attract developments requiring a substantial catchment population, catering for both the day trip and short stay market.

11.3.2 A number of substantial developments have been carried out by the County and District Authorities since 1974. They so far include country parks, leisure centres, interpretation centres and latterly the Rhondda Heritage Park, and Llancaich Fawr. In addition existing major attractions have been enhanced while a small number of new private sector projects have also been developed. In future, more and more reliance is likely be placed on the need to protect, enhance and manage existing facilities and resources, while encouraging the development of new private sector schemes, perhaps in partnership with local authorities. However, all major schemes should still be subject to an assessment of their suitability against environmental and other strategic policies.

11.3.3 There are obvious economic advantages in encouraging people to stay within the County as well as visiting its attractions. The County Council places great emphasis on improving the range and quality of self catering and serviced accommodation available, including new hotels, chalet developments and touring caravan and camping sites. The provision of all leisure related accommodation should be well related to the transportation network whilst ensuring that impact on the environment and existing development is minimised. This will include the examination of any adverse effects on the landscape, nature conservation, building conversions and alterations to historic buildings and gardens, as covered by the environmental policies. However, leisure developments in the countryside should normally be limited to those for which such locations are essential. Specific justification would be necessary to allow other leisure uses in the countryside. L1 is therefore proposed to guide the introduction of all new leisure developments and the extension or enhancement of existing facilities.

L1 DEVELOPMENT PROPOSALS FOR THE PROVISION OF LEISURE BASED FACILITIES OR ACCOMMODATION (INCLUDING RELEVANT FARM DIVERSIFICATION SCHEMES), WILL BE PERMITTED SUBJECT TO THE FOLLOWING CRITERIA:-

- WHERE A COUNTRYSIDE LOCATION IS INVOLVED, IT CAN BE SHOWN THAT SUCH A LOCATION IS APPROPRIATE TO THE PROPOSAL.
- DAMAGE OR DISTURBANCE TO THE ENVIRONMENT CAN BE REDUCED TO ACCEPTABLE LEVELS.
- THE PROPOSAL DOES NOT CONFLICT WITH THE MAINTENANCE OF FARM VIABILITY AND THE PROTECTION OF THE BEST QUALITY AGRICULTURAL LAND, PARTICULARLY WHERE FARM DIVERSIFICATION IS INVOLVED.
- THE PROPOSAL DOES NOT CONFLICT WITH TRANSPORTATION CONSIDERATIONS INCLUDING PARKING, TRAFFIC GENERATION AND ACCESS.
- ACCESSIBILITY TO PUBLIC TRANSPORT IS CONSIDERED APPROPRIATE FOR THE NATURE OF THE PROPOSAL.
- THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES IS NOT STERILISED.
- THE PROPOSAL IS WELL RELATED TO THE SURROUNDING URBAN SETTLEMENT WHERE RELEVANT.
- THE PROPOSAL IS COMPATIBLE WITH THE MAINTENANCE OF LOCAL AMENITY.

11.4 The National Park

11.4.1 The purpose of the Brecon Beacons National Park is the conservation and enhancement of the Park's natural beauty and the promotion of its recreational enjoyment to the public. However, while the Park has a major part to play in providing for the leisure needs of the population, the need to maintain and enhance the nature of the Park's environment has always been considered the overriding need. This principle is made clear in PPG17, which indicates that 'where there is an irreconcilable conflict between these purposes the conservation and enhancement of the Park's natural beauty must take precedence'. PPG17 also indicates that this principle should also apply to Heritage Coast areas. Policy L2 is therefore proposed to recognise this principle. A development in the Brecon Beacons National Park or the Heritage Coast otherwise acceptable under L1 will be determined in accordance with the priority set by this policy.

11.4.2 PPG21 confirms that the number, location and extent of tourist developments within National Parks should be strictly controlled. Recreational uses which threaten the quiet enjoyment of them are likely to be inappropriate. Principles and further guidance on the development of tourism in these areas is set out in 'Tourism in National Parks, A Guide to Good Practice' prepared
jointly in Wales by the Wales Tourist Board, the National Park Authorities and the Countryside Council for Wales.

L2 LEISURE BASED DEVELOPMENT WITHIN THE COUNTRYSIDE AREAS OF THE NATIONAL PARK OR THE HERITAGE COAST WILL NOT BE PERMITTED IF THEY WILL RESULT IN IRRECONCILABLE CONFLICTS WITH THE NATURAL BEAUTY OF THESE AREAS.

11.5 Urban and Urban Fringe Leisure Development.

11.5.1 Areas within and on the fringes of settlements in the County have formed a main priority area for the encouragement of formal and informal leisure activity. Leisure developments on the fringes of settlements, in addition to being highly accessible, can often provide a useful buffer between agricultural and urban uses, perhaps serving to preserve existing breaks between settlements. Urban fringe locations can offer local provision to socially and economically disadvantaged sections of the population with limited mobility, while at the same time forming a useful means of achieving local environmental improvements, and providing local employment opportunities.

11.5.2 A large number of schemes have now been developed in the County, ranging from the Cardiff periphery to the edge of the National Park, often involving several agencies and covering quite large areas. The first priority areas lay around Merthyr Tydfil, while over time new projects have appeared close to other valley settlements, since both the need and opportunity for such schemes is widespread.

11.5.3 Developing the potential for leisure provision within settlements and in the urban fringe should remain a priority, to be defined further by specific schemes and areas in local plans. This does not imply that facilities for leisure will automatically be considered suitable for urban fringe sites. It is intended that facilities normally found within built-up areas should remain in these areas unless suitable sites are unavailable to accommodate them.

L3 LEISURE BASED DEVELOPMENTS WITHIN SETTLEMENT AREAS, OR ADJACENT TO THEM WHERE NO SUITABLE ALTERNATIVES ARE AVAILABLE WITHIN THE BUILT UP AREA WILL BE FAVOURED.

11.6 Priorities for Leisure Provision

11.6.1 The previous Structure Plans identified serious deficiencies of leisure provision on a local scale in the valley areas of the County. This was related to the difficulties of providing facilities such as playing fields in urban areas. Accordingly the need to cater for leisure demands occurring in these areas was given a high priority in the plan.

11.6.2 Many new projects have been developed in the valley areas, including new facilities such as sports centres, playing fields on land created by land reclamation schemes and local countryside management and interpretation schemes - all of which have helped to improve access and participation. However, the below average participation rates in organised sports in the County, identified by the Sports Council study, still points towards lack of opportunity and under provision in the county as a whole. Further studies carried out by the Sports Council however, have also shown that the level of "unsatisfied demand" for sports facilities, representing the percentage shortfall in demand not satisfied by existing provision, varies across the county according to the nature of the facility. Hence Rhondda shows the highest unsatisfied demand for sports halls, while Merthyr Tydfil shows the highest level of demand for additional swimming pools (see table 7). While the County Council would wish to encourage a general improvement in local leisure provision for the population as a whole, priority should be awarded to satisfying identifiable local deficiencies of demand for specific major facilities. The information provided by the sports council concerning unsatisfied demands will be of particular importance to the recognition of such deficiencies and should be taken into consideration in Local Plans.

L4 DEVELOPMENT WHICH SATISFIES THE NEEDS FOR LOCAL LEISURE FACILITIES FROM ALL SECTIONS OF THE COMMUNITY WILL BE FAVOURED. PRIORITY FOR THE PROVISION OF MAJOR LOCAL LEISURE FACILITIES WILL BE DETERMINED ON THE BASIS OF THE LEVEL OF UNSATISFIED DEMAND FOR THOSE FACILITIES.

11.7 Protection of Existing facilities

11.7.1 Existing or potential facilities, already in short supply in some areas, especially where they are on the fringe of settlements, are sometimes threatened by competing land uses. In view of shortages of provision which exist across the area, the County Council considers that other new development should not normally lead to an overall reduction or loss of such facilities. It is accepted however, there may be cases where a leisure use can be demonstrated to be redundant due to population or social change. The County Council also considers that where practical, public rights of way, which are an important means of enjoying the countryside, should also be retained or replaced.

L5 NEW DEVELOPMENT, REDEVELOPMENT OR A CHANGE OF USE WHICH RESULTS IN THE DISCONTINUANCE OF AN EXISTING LEISURE FACILITY, INCLUDING PUBLIC RIGHTS OF WAY, WILL ONLY BE PERMITTED WHERE:

- AN ALTERNATIVE FACILITY CAN BE PROVIDED WITH AT LEAST AN EQUIVALENT LEVEL OF PROVISION, OR
Table 7
Mid Glamorgan - Unsatisfied Demands for Selected Leisure Facilities

<table>
<thead>
<tr>
<th>Location</th>
<th>(1) Sports Halls</th>
<th>(2) Welsh Ranking</th>
<th>(1) Swimming Pools</th>
<th>(2) Welsh Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cynon Valley</td>
<td>37%</td>
<td>26</td>
<td>30%</td>
<td>4</td>
</tr>
<tr>
<td>Merthyr Tydfil</td>
<td>40%</td>
<td>22</td>
<td>32%</td>
<td>3</td>
</tr>
<tr>
<td>Ogwr</td>
<td>66%</td>
<td>4</td>
<td>11%</td>
<td>19</td>
</tr>
<tr>
<td>Rhondda</td>
<td>82%</td>
<td>1</td>
<td>12%</td>
<td>18</td>
</tr>
<tr>
<td>Rhymney Valley</td>
<td>39%</td>
<td>23</td>
<td>20%</td>
<td>11</td>
</tr>
<tr>
<td>Taff Ely</td>
<td>47%</td>
<td>16</td>
<td>25%</td>
<td>8</td>
</tr>
</tbody>
</table>

Notes: (1) - % of expected demand unsatisfied by existing facilities
(2) - Ranking within Wales of levels of unsatisfied demand

Source: Sports Council Studies 7 & 8, November 92

11.8 Multiple Use of Facilities

11.8.1 Government policy as expressed in PPG17, encourages the development of multi-use sport facilities and supports the use of educational and other publicly owned establishments, for community leisure purposes. The County Council believes that multi-use of facilities can do much to satisfy leisure needs in the County, especially where land is scarce or finance limited. For example the Sports Council has suggested that general public use of educational leisure facilities, could provide for approximately 50% of presently unaccommodated leisure centre type needs. The County Council would therefore wish to continue Structure Plan policy for the multiple use of leisure facilities while recognising that the local management of schools and opting out is likely to make this more difficult to achieve.

11.9 Access To The Countryside

11.9.1 Walking is probably the major leisure activity in the Countryside, popular with all sections of the community. Local authorities in the County have all given considerable attention to the provision and maintenance of such public access, including the provision in partnership of cross district schemes such as the Ridgeway Walk and the Taff Trail.

11.9.2 Cycling is also becoming more popular as a leisure activity, and has recently found more Government support because of its environmentally friendly nature. Over the last few years recreational cycle routes have been developed in the County, also associated in some cases with footpaths. Particularly helpful here has been the ability to use disused railway lines.

11.9.3 Bridleways are another form of public access to the countryside. However, horse riding has often lead to major conflicts with other public users or contributed significantly to erosion. It is therefore likely that many parts of the existing bridleway network need to be improved, altered or extended to resolve these conflicts.

11.9.4 The County Council considers it is essential that the work of all relevant agencies be coordinated with
regard to the provision, protection and maintenance of the various kinds of public rights of way. Some of these are at present in unsatisfactory condition, and the County Council is concerned that improvement should continue as a matter of urgency. In addition opportunities have already been taken to link in leisure facilities and attractions along existing and new routes. Policy L7 is thus proposed to encourage the continuation of the work carried out so far to develop networks in the County. This activity should be defined further in local plans, and other management documents.

**L7 NETWORKS OF ROUTES FOR THE PUBLIC ENJOYMENT OF THE COUNTRYSIDE WILL CONTINUE TO BE DEVELOPED HAVING REGARD TO THE CONSERVATION OF THE ENVIRONMENT.**

11.10 Priorities for Tourism

11.10.1 Porthcawl represents the main holiday resort in the County, and Structure Plan policy has consistently supported its improvement and further development. With the prospect of substantial investment related to the development of the harbour it is considered that Porthcawl should continue to remain a major priority. However, major improvements are taking place in many parts of the County, based upon different kinds of attractions. The County Council believes that further designations, as priority areas, would enhance their status and encourage a co-ordinated management strategy. The area of the Northern and Eastern Valleys based on Merthyr Tydfil and Caerphilly not only covers part of the National Park but contains a number of major long standing or new leisure facilities. Merthyr Tydfil in particular, is now the subject of a series of land reclamation/urban renewal projects which will change its nature considerably. A major part of the renewal strategy involves the development of tourist facilities, the enhancement of the area’s rich industrial/historical heritage and local leisure provision. Rhymney Valley District has also been designated as a ‘Tourism Action Area’ by the Welsh Tourist Board, the only district in industrial South Wales to receive such status. As such the district is targeted to receive priority in grant allocation by the Board. Policy L8 is therefore proposed to recognise Porthcawl and the Northern and Eastern Valleys areas as specific priorities for the development of tourism. This should not be interpreted however, as indicating that specific facilities outside these areas will not be supported.

**L8 LEISURE BASED DEVELOPMENT PROPOSALS WHICH SUPPORT THE FURTHER ENHANCEMENT AND DEVELOPMENT OF PORTHCAWL AND THE NORTHERN AND EASTERN VALLEYS AREAS AS MAJOR TOURIST AREAS WILL BE FAVOURED.**

11.11 Forest Land Sales and Recreational Access and Use

11.11.1 The Forest Enterprise is required to sell off 10% of its land holding in the period up to the end of the century. The County Council supports the principle that where the public currently enjoys access to such land, this should be maintained and arrangements drawn up, where possible, between the Forest Minister, the local authority and any third party to achieve this. Such Continued Access Agreements will allow public access, normally on foot, maintaining the informal quiet recreational use of these areas.

**L9 THE CONTINUED PUBLIC ACCESS TO AND INFORMAL RECREATIONAL USE OF LAND TO BE DISPOSED OF BY THE FOREST ENTERPRISE WILL BE FAVOURED, AND CONTINUED ACCESS AGREEMENTS WILL BE USED TO ACHIEVE THIS.**
12. UTILITY SERVICES

Strategy Elements

- To ensure that the need to develop utility services in the County takes due account of the need to conserve the environment.

12.1 Introduction

12.1.1 Although detailed policies relating to the provision of utility services are appropriate to Local plans, there are certain utilities which by their nature may be important from a strategic point of view, especially with regard to the nature of their impact on the environment. The County Council has therefore proposed a number of policies to consider the development of utility services, with particular reference to renewable energy, and the provision of telecommunications facilities.

12.2 Renewable Energy - Existing National Policy

12.2.1 The present Government's overall energy policy is to ensure secure, diverse and sustainable supplies of energy through the mechanism of the market. It also intends to pursue this aim in the context of meeting its international environmental obligations to reduce the emission of pollutants. To meet this objective the Government will seek to 'stimulate the exploitation and development of renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable' (Energy Paper No 35). Subsequently, Energy Paper No 62, 'New and Renewable Energy' (DTI 1994), states that the government will work towards 1500MW of new generating capacity from UK renewable sources by the end of the century.

12.2.2 The mechanism for achieving this is the Non Fossil Fuel Order (NFFO) of the 1989 Electricity Act, which enables renewable energy producers to compete equitably with conventional sources. To date two orders have been made which total 559MW, while a third, which commenced in November 1993, will be for 300-400mw. It is likely that by 1998 further orders will also be made to realise the Government's 1500mw target.

12.2.3 PPG22 'Renewable Energy' provides a broad statement of the Government's planning aims for this type of energy. It explains how local planning authorities should include renewable energy policies in their development plans and notes planning considerations which should apply to such developments in nationally designated areas. The guidance confirms that government policy to promote renewable energy should be weighed carefully against policies for protecting the environment. Development plan policies should also consider the contribution that the area can make to meeting a need on a local, regional and national basis. This contribution should reflect the nature and extent of available resources and other relevant planning considerations.

12.2.4 Whilst the County Council has made an initial assessment of the wind resource in the county, at the present time there is no information available to assess the County's ability to meet local, regional or national requirements. However, the Standing Conference in South Wales in conjunction with the Energy Technological Support Unit undertook such a study during 1993/4. The results of the study in the form of a landscape assessment and policy guidelines have been considered where appropriate in the formulation of strategic renewable energy policies and will be used in subsequent reviews.

12.3 Renewable Energy Policy - Wind Power

12.3.1 Whilst wind power is likely to be a major contributor to the policy to develop 1500mw of renewable energy by 2000, over the long term its future is less certain. The Department of Energy has estimated that the UK's potential for wind energy amounts to about 10% of current energy consumption. The House of Commons Welsh Affairs Committee, Report on Wind Energy 1994, notes that this could require between 10 and 15 thousand turbines throughout the UK. The NFFO scheme encourages wind farms to seek locations where wind speeds are in excess of 7.5m/sec. Much of the western part of the UK, including some of Mid Glamorgan is consistently above this level (FIG 11). However, many of these locations coincide with areas of high landscape value, such as National Parks. The guidance contained in PPG22 stresses that special considerations apply to applications in national parks and AONB's in view of the very high landscape quality that warranted their designation.

12.3.2 Approximately 10-15% of the County appears technically suitable for wind power, based on average wind speed information. The majority of this involves land over 1000 ft above sea level, again largely coinciding with areas of high landscape value, either designated nationally or proposed for inclusion in the development plan. The total potential of this technically feasible area is estimated by ETSU to be capable of providing approximately 250mw. At the end of 1993, 3 schemes had already received permission in the County, 2 of which were already in operation. In total these schemes are expected to produce about 6mw.

12.3.3 PPG22 advises local authorities to weigh carefully the desirability of exploiting this clean renewable energy resource against the visual impact of wind turbines on the
Mid Glamorgan: Average Wind Speeds Above 7.5 m/sec.

Source: Mid Glam C.C; ETSU Dept. of Energy
landscape. It is inevitable therefore, that there are likely to be cases of conflict in achieving this balance. Whilst local, regional and national requirements are a material consideration to be taken into account when assessing proposals the County Council considers that these do not automatically outweigh the need to protect the environment as reflected in the development plan. Proposed policies EV4, EV5 and EV10 introduce a hierarchy of protection for the landscape, sites of importance to environmental conservation and archaeological/historic sites, with the greatest weight being attached to the nationally designated areas and sites. The need to protect these nationally important areas, considering that other areas of the County may well be able to provide alternative sites for wind power, is therefore seen as normally overriding the potential contribution they may be able to make to wind power where such development would lead to significant adverse effects. An environmental assessment would therefore be required in these areas which demonstrates that other less damaging sites are unsuitable. Policy U1 is therefore proposed to express this viewpoint, which is also supported by the Standing Conference guidelines.

12.4 Renewable Energy Policy - Other Renewable Energy Facilities

12.4.1 Other forms of renewable energy relevant to the County include energy crops, landfill gas, sewage gas, waste incineration and solar power, all of which are covered by the NFFO. Currently the County Council considers scope for the exploitation of these power sources is likely to be limited in Mid Glamorgan in the short term, compared to wind power. The locations required to produce these forms of energy are often in less exposed areas than those sought for wind power, while site facilities may be less extensive. Visual intrusion into protected landscapes is thus less likely. However, it is still vital to ensure such development remains compatible with environmental objectives, and particularly with regard to landscapes and other features of national importance. Policies U1 and U2 although dealing essentially with wind power, will also apply to all forms of renewable energy facilities. The adequacy of these policies will be kept under particularly close scrutiny as greater knowledge is gained of the practical possibilities of using these fuels and the likely commercial demand for their exploitation.

U1 THE DEVELOPMENT OF RENEWABLE ENERGY FACILITIES, INCLUDING THOSE FOR WIND POWER, WILL NOT BE PERMITTED WHERE SUCH DEVELOPMENT WOULD RESULT IN -

- UNACCEPTABLE LEVELS OF VISUAL INTRUSION ON THE NATURAL BEAUTY OF THE NATIONAL PARK OR THE HERITAGE COAST.
- UNACCEPTABLE LEVELS OF DAMAGE OR DISTURBANCE TO SITES AND THEIR SETTINGS RECOGNISED AS HAVING NATIONAL OR INTERNATIONAL NATURE CONSER-

VATION, ARCHAEOLOGICAL, ARCHITEC-TURAL OR HISTORIC IMPORTANCE.

12.4.2 Policies EV4 EV5 and EV10 also refer to development plan designations for other landscape areas, sites important to nature conservation, and archaeological/historic sites. The special landscape areas in particular, provide the main source of wind power potential outside the areas referred to in U1. Since government policy establishes the need to produce wind energy it is therefore considered reasonable to expect that these areas should normally be able to contribute to providing sources of wind energy and indeed other forms of renewable energy, unless damage to landscape or environmental interests cannot be reduced to acceptable levels by siting amendments. The need to limit visually intrusive development in areas visible from the National Park will be given particular weight. The scale of the development in relation to the character of the landscape, and the cumulative visual effects due to other developments or approvals in the vicinity, are important factors in determining the level of visual intrusion involved. The Standing Conference studies will provide a basis making such assessments. In addition renewable proposals will need to be compatible with neighbouring land uses in the vicinity, the detailed requirements of which would be contained in local plans. Policy U2 is proposed to deal with these issues.

U2 PROPOSALS FOR THE DEVELOPMENT OF RENEWABLE ENERGY FACILITIES AND ASSOCIATED DEVELOPMENT, INCLUDING THOSE FOR WIND POWER, IN AREAS OTHER THAN THOSE REFERRED TO IN U1, WILL NORMALLY BE PERMITTED WHERE:-

- THE PROPOSAL CAN BE LOCATED TO REDUCE DAMAGE OR DISTURBANCE TO THE ENVIRONMENT TO ACCEPTABLE LEVELS, PARTICULARLY THE LEVEL OF VISUAL INTRUSION LIKELY TO RESULT FROM THE PROPOSAL TAKING INTO ACCOUNT THE CUMULATIVE EFFECTS ARISING FROM OTHER EXISTING AND APPROVED SCHEMES IN THE AREA.
- CONFLICTS WITH SURROUNDING LAND USES CAN BE REDUCED TO ACCEPTABLE LEVELS, PARTICULARLY WHERE THE AMENITY OF RESIDENTIAL AREAS IN THE LOCALITY IS LIKELY TO BE AFFECTED ADVERSELY.
- PROVISIONS FOR THEREINSTA TEMENT OF THE SITE WHEN IT CEASES TO OPERATE ARE CONSIDERED ADEQUATE.
- THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES IS NOT STERILISED.
12.5 Telecommunications facilities

12.5.1 Effective telecommunications are recognised by the Government as vital to the development of commercial prosperity and to society in general. Government policy aims to facilitate the growth of telecommunications, and indicates that the planning system should encourage and avoid hindering development in this field. In particular PPG8 notes that planning authorities should not question the need for the service which a proposed development seeks to provide, nor to prevent competition between operators. However, guidance also indicates that development plans policies should take account not only of the needs and nature of the service to be provided, but also the need to protect the best and most sensitive environments. While the majority of telecommunications issues relate to local detailed siting issues, there are also strategic issues which require consideration. The development of a nationwide telecommunications system requires that no ‘holes’ should occur in the coverage while reception standards should not vary.

12.5.2 To achieve such aims, there could be pressures to establish a network of facilities over wide areas, which may well bring conflicts with sites, features or areas protected in the development plan. This may be of particular importance for example, in the valleys areas where preferred sites for installations might be in prominent locations which are in themselves protected on landscape or other grounds. Although the County Council accepts the necessity for improvements to telecommunications as an important means of advancing its economic and social objectives in line with Government policies, this must not occur where its environmental objectives cannot be outweighed by other material considerations. As PPG8 indicates, where local planning authorities are disposed to refuse on environmental grounds, they should first understand the technological, physical or legal constraints facing an operator. In such circumstances PPG8 advises early informal discussions with local planning authorities concerning the development of proposed networks and how individual facilities can contribute to this. This will in turn promote better understanding and hopefully early agreement on for example, route strategies, choice of siting, and the use of shared facilities, and the avoidance of piecemeal proposals. Policy U3 is proposed to enable a balance to be sought between the need to provide the service and the need to apply conditions or impose restrictions which limit or where necessary prevent, impacts on the environment. This will normally be interpreted through siting and designing installations to reduce damage or disturbance to the environment to acceptable levels. This is particularly important where adverse visual effects can be moderated by relocation.

**U3** PROPOSALS FOR THE DEVELOPMENT OF TELECOMMUNICATIONS FACILITIES IN COUNTRYSIDE LOCATIONS WILL BE PERMITTED WHERE-

* SITING AND APPEARANCE HAVE BEEN DESIGNED TO REDUCE TO ACCEPTABLE LEVELS, DAMAGE OR DISTURBANCE TO THE ENVIRONMENT, PARTICULARLY THE LEVEL OF VISUAL INTRUSION LIKELY TO OCCUR.
* THE PROPOSAL IS PART OF A PLANNED DEVELOPMENT OF AN ASSOCIATED NETWORK
* THE PROPOSAL DOES NOT STERILISE THE AVAILABILITY OF IDENTIFIED MINERAL RESOURCES OR RESERVES.

12.6 Major Utilities Networks

12.6.1 The provision of major strategic overground and underground utility service networks, is not directly controllable by local authorities. The County Council is a consultee on proposals for all major power lines over 132kv. Under the 1989 Electricity Act, the National Grid Company (NGC), and SWALEC have a statutory duty to have regard to features of the environment and to mitigate any effects of its proposals to take this into account. The President of the Board of Trade is required to examine how far the utility companies have complied with this duty in considering such proposals. Normally such compliance must be achieved by careful routing of the proposed line to minimise impact. Underground provision of major power lines due to cost, technical, and maintenance difficulties together with possible environmental disturbances now appears only likely in exceptional circumstances. The County Council would wish that consideration be given to this form of provision where it is feasible and important environmental conflicts are otherwise unresolveable. The County Council also acts as a consultee on high pressure gas lines. There is a clear need to ensure adequate restoration takes place to remove the effects of the provision of such underground services which can be visible over a wide area. In addition the provision of duplicate or back up facilities in the strategic network can be an important consideration in ensuring continuity of supply. However, because this may result in visual intrusion, unnecessary additional provision should be avoided and networks should be rationalised where feasible. Approved Structure Plan policy U2 is normally used to guide its responses on such consultations. Policy U4 of the replacement plan seeks to represent the objectives behind this policy.

**U4** THE PROVISION OF UTILITY SERVICES SHOULD HAVE AS LITTLE ADVERSE IMPACT ON THE ENVIRONMENT OF THE COUNTY AS POSSIBLE. IN PARTICULAR

1. ALL ABOVE GROUND SERVICE LINES SHOULD BE ROUTED TO REDUCE TO ACCEPTABLE LEVELS, DAMAGE OR DISTURBANCE TO THE ENVIRONMENT OR THE STERILISATION OF IDENTIFIED MINERAL
RESERVES OR RESOURCES. CONSIDERATION SHOULD BE GIVEN TO PLACING SUCH SERVICES UNDERGROUND WHERE ECONOMICALLY AND TECHNICALLY FEASIBLE AND DESIRABLE ON ENVIRONMENTAL GROUNDS.

WHERE SERVICES ARE PLACED UNDERGROUND ADEQUATE RESTORATION MEASURES SHOULD BE TAKEN TO MINIMISE ANY VISUAL EFFECTS.

MEASURES SHOULD BE TAKEN WHEREVER FEASIBLE TO RATIONALISE SERVICE PROVISION TO REDUCE ITS VISUAL IMPACT.

12.7 Water Quality and Water Resources

12.7.1 New Development is capable of having a significant effect on the quality of surface, underground and coastal water. The need to protect water quality in development plan policies is recognised in PPG12. Where such proposals are likely in the opinion of the NRA, to place the quality of watercourses or ground water at risk, they should not be allowed to proceed. Policy U5 is proposed to control this.

U5 DEVELOPMENTS WHICH (FOLLOWING CONSULTATION WITH THE NRA) ARE CONSIDERED LIKELY TO LEAD TO A DETERIORATION IN THE QUALITY OF UNDERGROUND, SURFACE OR COASTAL WATER, WILL NOT BE PERMITTED.

12.8 Maximising the Use of Existing Services

12.8.1 The County Council accepts that the objective to protect the environment can be furthered by encouraging new development to seek locations which maximise existing infrastructure provision, rather than sites where services cannot be reasonably or economically provided. A general location policy is therefore proposed in U6. Such action is particularly important for the provision of sewerage services in rural areas, especially with regard to affordable housing, and is referred to specifically in policy E3.

U6 DEVELOPMENT WILL NOT BE FAVOURED IN AREAS WHERE ADEQUATE UTILITY SERVICES DO NOT EXIST, ARE NOT REASONABLY ACCESSIBLE OR CANNOT BE READILY AND ECONOMICALLY PROVIDED.

12.8.2 The implementation of the Urban Waste Water Directive is likely to lead to the need for treatment works to be located in coastal areas where sea outfalls had previously been acceptable. The County Council is aware of the responsibilities of the WWA in this matter and notes the need for close liaison where new and upgraded plants may be needed.
APPENDIX 1

County Regeneration Aims of the County Council

- Encourage Inward Investment
- Develop Local Businesses
- Improve Transport Facilities
- Promote the Development of Tourism
- Improve the Physical Appearance of Town Centres
- Reclaim All Derelict Land
- Protect and Enhance Important Features of the Natural and Built Environment
- Improve the Quality and Choice of Housing and Residential Areas
- Enhance Skill Levels of the Workforce
- Help Mid Glamorgan Residents to Secure Jobs
- Ensure and Enhance the Wellbeing of Vulnerable Groups in Society
- Encourage the Personal, Social and Cultural Development of Individuals
- Improve the Quality of Community Life

Source: Regenerating Mid Glamorgan: A New Approach
Mid Glamorgan County Council, August 1993
APPENDIX 2

Town and Country Planning Use Classes Order 1987 (extract)

PART A

Class A1: Shops

Use for all or any of the following purposes:-

(a) for the retail sale of goods other than hot food
(b) as a post office
(c) for the sale of tickets or as a travel agency
(d) for the sale of sandwiches or other cold food for consumption off the premises
(e) for hairdressing
(f) for the direction of funerals
(g) for the display of goods for sale
(h) for the hiring out of domestic or personal goods or articles
(i) for the reception of goods to be washed, cleaned or repaired

• where the sale, display or service is to visiting members of the public.

PART B

Class B1: Business

Use for all or any of the following purposes:-

(a) as an office other than as a use within class A2 (financial and professional services)
(b) for research and development of products or processes, or
(c) for any industrial process.

• being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2: General Industrial

Use for the carrying on of an industrial process other than one falling within B1 or classes B3 to B7.

Class B8: Storage or Distribution

Use for storage or as a distribution centre.