

Swansea Council

Swansea Local Development Plan 2023-2038

Settlement Assessment for Pre Deposit Plan (Preferred Strategy)

Final Report

FINAL | **December 2024**

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Ove Arup & Partners Ltd (Arup) has been commissioned by Swansea Council to undertake a settlement hierarchy review, informing the production of the second Swansea Local Development Plan (LDP2), which will cover the period from 2023-2038. The Council is currently preparing a Preferred Strategy for LDP2. The Preferred Strategy is the first statutory consultation stage in the LDP2 preparation process and will set out the broad approach to the scale and location of sustainable growth.

This report aims to clearly review the existing settlement hierarchy for the City and County, considering whether and how this might need to change from the settlement hierarchy set out in the existing Swansea Local Development Plan 2010-2025 (LDP1)¹. The City and County of Swansea is one of significant contrasts and diversity in terms of the role and function of its urban and rural places. These contrasts are an integral element of the area's distinctiveness. The current settlement hierarchy in the adopted LDP identifies three levels – the urban area, 18 defined key villages, and the countryside as set out in Policy PS 1.

The review has been undertaken for a number of reasons:

- Responding to the requirements and expectations around settlement hierarchies that have now been set out within Future Wales, which has been published since the production of LDP1, and updated wider national planning guidance;
- Responding to evolving best practice around the use of settlement hierarchies to direct development and achieve sustainable spatial outcomes;
- Reflecting changes of circumstance in Swansea since LDP1 was produced, including reflections and lessons learned from the application of the existing settlement hierarchy in practice.

This document is structured across four further chapters:

- Chapter 2 sets out a review of the background context of change and best practice, and implications for the review of the settlement hierarchy.
- Chapter 3 sets out an analysis of the spatial extent of settlements within Swansea that form the scope of the review.
- Chapter 4 sets out the methodology by which the settlement hierarchy has been reviewed.
- Chapter 5 sets out the findings and conclusions, and a recommended new settlement hierarchy for LDP2.

¹ [Swansea Local Development Plan 2010-2025 \(LDP\) - Swansea](#)

2. Review of background context

2.1 Welsh Development Plans Manual

The Development Plans Manual² (Edition 3), March 2020 ('The Manual') provides national planning guidance on how to prepare, monitor and revise a development plan. Following this guidance helps to ensure that LDPs are underpinned by robust evidence and ultimately can be considered 'sound' plans that are effective and deliverable and contribute to placemaking. The Manual identifies how the plan making process, including formulating underpinning evidence, can be consistent with the requirements defined in national policy set out in Future Wales and Planning Policy Wales (PPW).

The Manual states that one of the Key Principles/Outcomes of the LDP Preferred Strategy (LDP Regulation 15) is that it must have a **clearly expressed spatial strategy and settlement hierarchy, based on the role and function of places**. It also highlights that the Preferred Strategy should identify the growth splits (housing and economic growth) across the settlement hierarchy identified.

The Manual sets out specific guidance in Chapter 5 on undertaking a settlement assessment to inform the distribution of growth, providing examples of topics to be considered. It states that LPAs must formulate a methodology for assessing the role and function of settlements, and that this should be clearly set out in the evidence base. The evidence base should communicate how the role and function of places, together with any constraints and opportunities have been assessed and influenced the spatial strategy alongside other evidence such as the Local Housing Market Assessment and viability evidence. This review and update of settlements and the hierarchy in Swansea is being undertaken having full regard to the requirements set out in the Manual.

2.2 Future Wales

Published in 2021, Future Wales³ is a framework for the development of the country until 2040 and outlines the role that the planning system can have in making a healthier, fairer and more prosperous Wales. As the national development framework, Future Wales is the highest tier of the Development Plan and identifies a number of strategic priorities which LDPs – including Swansea's LDP2 – will need to align with.

Future Wales requires the growth and regeneration of towns and cities to positively contribute to the creation of sustainable places. It is stated that development plans should establish a vision for each town and city, which should be supported by a spatial framework which guides growth and regeneration. LDPs must identify their rural communities and assess their needs and create policies to support these communities.

Future Wales highlights the importance of settlement hierarchies as a tool to influence the location of growth, and cater for the likelihood of a gradual change to the size and character of a place and the need to provide day-to-day services and community facilities. Policy 19 of Future Wales requires the production of Strategic Development Plans (SDP's) for each Welsh region, within which a settlement hierarchy for the wider region should be set out. Future Wales states that it is crucial that Strategic and Local Development Plans develop spatial strategies and settlement hierarchies that help meet the Future Wales' outcomes – noting particularly that national ambitions to decarbonise society, to be more prosperous, to grow the Welsh language and to improve health must be key considerations when developing spatial strategies and settlement hierarchies.

Settlement hierarchies are seen as a crucial tool in helping to grow the Welsh language. Future Wales indicates that LDPs within this South West Wales region should set out settlement hierarchies that create conditions for the Welsh language to thrive, and allow it to remain as the dominant everyday language in communities where it already is.

Other strategic and spatial policies in Future Wales which are of relevance include:

² [Development Plans Manual \(Edition 3\) March 2020 | GOV.WALES](#)

³ [Future Wales: the national plan 2040 | GOV.WALES](#)

- *Policy 1- Where Wales will grow*; sets out the overarching framework for where development and growth will be within the four regions. Swansea Bay and Llanelli has been identified as an area for National Growth, where there will be strategic growth in employment and housing opportunities and investment in essential services and infrastructure. The National Growth Area (NGA) is not defined in detail in Future Wales beyond mention that it includes the “City of Swansea” (in addition to Neath, Port Talbot and Llanelli). A separate study commissioned by the Local Planning Authorities in the South West region to inform LDP preparation will more closely define the spatial extent of the NGA in Swansea Bay and Llanelli.
- *Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking*; This outlines that the growth and regeneration of towns and cities should positively contribute to building sustainable places and deliver on the strategic placemaking principles. It indicates that in preparing development plans they should establish a vision for each town and city which is supported by a spatial framework that guides growth and regeneration – and establishes a structure within which towns and cities can grow, evolve, diversify and flourish.
- *Policy 4 and 5 – Supporting Rural Communities and Rural Economy*; This outlines that it supports sustainable and vibrant rural communities. LDP’s must identify their rural communities, assess needs and set out policies to support them. LDP’s should support sustainable, appropriate and proportionate economic growth in rural areas.
- *Policy 6 - Town Centre First*; Significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres.
- *Policy 30- Green Belts in the South West*; Future Wales supports the use of SDPs to identify and establish green belts to manage urban form and growth in the South West, particularly around the Swansea Bay area, and SDPs should strike a balance between focussing development in the main urban areas and the rural areas. LDPs should consider the impacts of population change on rural communities, and should play a role in shaping how rural communities support themselves in regard to affordable housing, employment and the provision of services. Furthermore, managing the South West’s outstanding natural resources, which include the coast, the Gower Area of Outstanding Natural Beauty, minerals, agricultural land, water and a high quality landscape, is a priority for the region and it should be ensured they can be enjoyed by future generations and help provide economic benefits for the region’s communities.
- Future Wales also contains, as one of its overarching outcomes (Outcome 4), a desire to see the Welsh Language thrive. Welsh Language proficiency data is available from the Census, but is not published at a level that aligns with settlement boundaries. Analysis has therefore been undertaken at ward level. There are no wards within Swansea where a majority of people have some level of Welsh language skills, but there are higher numbers of speakers than the Welsh average of 18% in Pontarddulais (26%), Clydach (21%) and Pontlliw & Tircoed (19%) wards. The requirement to create conditions in which the language can thrive is very relevant in Swansea. Future Wales requires LDPs to consider the relationship between strategic housing, transport and economic growth, and the Welsh Language – and specifically states that settlement hierarchies and growth policies should create the conditions for Welsh to thrive, and to remain the community language in the places where it currently functions as such. Key planning policy principles to enable this include ensuring that the distribution and phasing of development does not rapidly dilute the number of Welsh speakers within a community.

2.3 Good practice review

In order to ensure that the settlement hierarchy in Swansea’s LDP2 responds to latest best practice, a comparative review has been undertaken against settlement hierarchies in a number of local development plans – both elsewhere in Wales, and from development plans more widely across the UK (acknowledging that different planning regimes exist across the UK compared to Wales).

Powys Replacement Local Development Plan

Powys County Council is currently consulting on its Replacement Local Development Plan (RLDP) for the plan period 2022-2037. The RLDP covers all of Powys outside of the Bannau Brycheiniog National Park. While Powys is the largest local authority by area in Wales, it is characterised as being a very rural county – the 2021 Census reports a population of 133,200.

The proposed strategy for spatial growth in the RLDP is ‘Regional Growth Area Led (Focused Growth) Spatial Option’ which focuses growth within the Regional Growth Areas identified in Future Wales⁴. Growth will be enabled in accordance with the local aspirations, identified needs and a proposed Sustainable Settlement Hierarchy⁵.

The proposed Sustainable Settlement Hierarchy identifies six tiers of settlements. Tiers 1-3 have been defined by reviewing settlements categorised as either Towns or Large Villages within the existing LDP. Tiers 4-6 have been defined by reviewing settlements currently categorised as Small Villages and Rural Settlements. These six tiers of settlement have been further categorised and grouped into Settlement Clusters based on the role, function and interaction between settlements across their tiers, with Clusters then being categorised as either Regional Growth Area Clusters or Local Clusters to reflect policies in Future Wales. When considering locations for future growth the RDLDP proposes that tiers 1-3 are the most sustainable locations for accommodating growth.

Powys’s methodology for defining Tier 1-3 settlements was informed by the Southeast Wales Strategic Planning Group (SEWSPG) Sustainable Settlement Appraisal Paper. This sets out three principles by which settlements should be assessed, namely:

- Principle 1 – The level of sustainable transport and accessibility in and around settlements;
- Principle 2 – The availability of local facilities and services in and around settlements;
- Principle 3 – The level of employment opportunities in and around settlements.

Given the nature of Powys, work to inform the Sustainable Settlement Hierarchy has also considered a Principle 4 – the availability of broadband connectivity.

Multiple assessment factors were allocated to the four principles which allowed for each settlement to be measured based on an audit of existing service and facility provision. Within this, the Principles were weighted to reflect their importance – Principle 1 at 35%, Principles 2 and 3 at 30%, and Principle 4 at 5%. A score was also given to each settlement based on its raw population size, with this being combined with the principles scoring to provide each settlement with an overall score. Based on these scores, three equal categories were defined – with the settlements within each accordingly forming Tier 1, Tier 2 and Tier 3.

The Small Settlements Background Paper uses a similar approach to establish which settlements fall into Tiers 4-6, but tailored to principles which are more proportionate to smaller settlements⁶.

A Cluster Analysis, available as a background paper, was undertaken to identify settlement clusters across the plan area. The analysis identified functional relationships between Tier 1 and Tier 2 settlements, which act as service centres, and smaller neighbouring settlements using criteria that reflect the National Sustainable Placemaking Outcomes. A Rural Approach background paper considered the best way for identifying rural communities and concluded that all settlements that lie outside of a Settlement Cluster should be considered as Rural⁷.

Summary: *The approach in Powys establishes a relatively complex settlement hierarchy with six tiers, as well as a series of settlement clusters. The approach reflects the large size and rural nature of Powys so is*

⁴ <https://ldp.powys.gov.uk/document/35/846#d846>

⁵ [Powys County Council / Cyngor Sir Powys - Preferred Strategy](#)

⁶ [Replacement LDP Small Settlement Assessment](#)

⁷ [Powys Replacement LDP - Background paper Housing Land Supply](#)

not considered to be directly applicable to Swansea, but the quantitative approach still provides a useful example of seeking to direct sustainable development and meet the requirements within Future Wales.

Newport Replacement Local Development Plan

Newport City Council is currently preparing a RLDP for the plan period 2021-2036⁸. Newport is the second most densely populated local authority area in Wales, and has a population of 159,600. The local authority area comprises of a mix of urban and rural land uses, with the urban area focused around the M4 corridor with the villages and rural communities surrounding the urban area, and whilst smaller in population it is spatially comparable to Swansea.

Newport's RLDP proposes a settlement hierarchy with effectively three tiers:

- The Newport Urban Area, as the most sustainable location for growth;
- Rural Communities, where there is good access to services and facilities and an appropriate type and scale of development will be supported;
- Countryside, which contains a number of small villages, where development is reliant upon demonstrating 'evidenced need' (given this proposed restrictive approach, Newport's RDLP describes itself as having a two-level settlement hierarchy).

A Settlement Assessment Background Paper reassesses 16 rural settlements which had village boundaries defined by the former Unitary Development Plan (UDP)⁹. It indicates that site visits and desktop research were undertaken in order to reassess the settlement hierarchy; having regard to the provision of facilities and services, transport accessibility and sustainability, and the individual boundaries of settlements and how these align with development site options.

Scoring was undertaken that allowed a recommendation to be made for each village regarding whether a settlement boundary should be retained, reinstated or removed. The outcome has been to effectively remove a number of small villages from the settlement hierarchy, with the Rural Communities tier now containing only six settlements.

***Summary:** The approach in Newport comprises a relatively simple settlement hierarchy with three tiers – although it is noted that the third 'countryside' tier does not distinguish between small villages located within defined areas of countryside and land which is actually rural and undeveloped. Newport's settlement hierarchy is particularly focussed on directing development to sustainable locations, and resisting development in small villages.*

South Gloucestershire Local Plan

South Gloucestershire Council (SGC) is currently preparing a new Local Plan. South Gloucestershire has a population of 282,000, comprising large parts of Bristol's outer suburbs as well as a rural hinterland consisting of a large number of standalone towns and villages.

At Regulation 18 consultation stage in 2022, SGC produced a Sustainable Rural Villages and Settlements Ranking Methodology¹⁰. This highlighted there was currently no stratification of rural settlements within the district. SGC considered that a ranking and hierarchy of rural villages and settlements would be required, in order to ensure that the emerging Local Plan focuses growth in the most sustainable locations.

The methodology for the ranking of settlements was split into six stages:

- Stage one undertook a baseline review and assessment of good practice. This aimed to understand local and national policy, good practice examples, and any issues implementing the current settlement hierarchy. Within this stage it was considered that a starting point should include an

⁸ <https://www.newport.gov.uk/en/Planning-Housing/Planning/Planning-policy/Local-Development-Plan/Replacement-Local-Development-Plan/Replacement-Local-Development-Plan.aspx>

⁹ [Local Development Plan | Newport City Council](#)

¹⁰ [Interim Sustainable Rural Villages and Settlements Methodology](#)

understanding of deliverable sites across the local authority area, rather than imposing a ‘top-down’ approach to dividing growth requirements across settlements.

- Stage two and three comprised the gathering of evidence to understand the potential capacity and suitability of rural villages and settlements to accommodate growth. Stage two and three considered the overarching principles such as green belt constraints, green infrastructure and the need to direct development away from areas at risk of flooding. The sustainability of settlements was also considered, having regard to the availability of services and facilities.
- Stage four comprised of the formulation of a sustainability ranking for each settlement. A weighting was totalled for each ‘component’ of the assessment before an overall weighting was drawn together for each ‘criteria’ and ultimately the settlement as a whole. A ‘cut off’ point was drawn, whereby settlements which scored a total of ‘0’ or lower overall were deemed to be less sustainable and therefore deemed unsuitable for inclusion in the hierarchy. Due to larger settlements inherently containing a higher number of services, facilities etc. settlements were then split by population size. A further component of scoring was added, recognising that some smaller settlements remain relatively sustainable locations for development by virtue of their relationship with and proximity to larger settlements.
- Stages five and six included a refinement of the cut-off point for inclusion in the hierarchy, based on the availability of suitable development sites.

***Summary:** The approach in South Gloucestershire is particularly focussed on establishing a spatial strategy and undertaking site selection for the new Local Plan. However, similarly to in Powys, the quantitative approach to categorising the scale and role of settlements in order to achieve sustainable development is considered to be a useful example for Swansea.*

Cheshire East Local Plan Strategy

Cheshire East has a population of approx. 380,000, covering a unitary authority area formed from the merger of the former Crewe and Nantwich, Congleton and Macclesfield Districts. The Cheshire East Local Plan Strategy was adopted in 2017 and sets out a Settlement Hierarchy comprised of Principal Towns (with the widest range of services and employment), Key Service Centres and Local Service Centres (with a decreasing range of services and smaller catchment areas), and ‘Other Settlements and Rural Areas’ (with a limited range of services).

The settlement hierarchy has been established through a combination of different evidence base documents – a Determining the Settlement Hierarchy topic paper¹¹, a Green Belt and Strategic Open Gaps Study¹², and a Spatial Distribution Update Report¹³. A broadly qualitative approach was taken to assigning 134 individual settlements to the hierarchy, comprising three stages:

- Stage 1 - Identification of settlements and consideration of which have sufficient facilities to be classed as Principal Towns, Key Service Centres and Local Service Centres – with a total of 24 settlements being carried forward to Stage 2;
- Stage 2 – Further analysis of the role and function of larger settlements based on population size, the provision of infrastructure, employment levels (including self-containment levels), retail provision, and sustainable transport provision.
- Stage 3 – Determining the final settlement hierarchy, involving bringing together the findings from Stage 2.

The approach of the Local Plan Strategy has been to focus development in the Principal Towns whilst limiting the impact on the Green Belt. The Local Plan also directs a significant proportion of development to

¹¹ https://www.cheshireeast.gov.uk/planning/spatial-planning/research_and_evidence/settlement_hierarchy_study.aspx

¹² <https://www.cheshireeast.gov.uk/pdf/planning/spatial-planning/researchand-evidence/green-belt-and-strategic-green-gaps/en-ldf-newgbsogmaindoc.pdf>

¹³ https://www.cheshireeast.gov.uk/planning/spatial-planning/research_and_evidence/settlement_hierarchy_study.aspx

the remaining higher-order centres (the ‘Key Service Centres’) which provide a good range of services and opportunities for employment, retail and education alongside good public transport links. The distribution of development between the various towns of the borough is informed by the Spatial Distribution Update Report (2015) , which comprised options analysis for the various spatial distribution options; and a summary of issues identified through the settlement profiles.

A further Settlement and Infill Boundaries Review was undertaken in August 2020¹⁴. The review determined that ‘Other Settlements and Rural Areas’ should have either an infill boundary or in the case of rural areas have no boundary, except where determined through a Neighbourhood Plan. Stage 1 of the methodology assessed the existing boundary against sites allocated or proposed for allocation through the development plan; Stage 2 considered the relationship of the boundary to the built-up area, considering extant planning consents as well as the functional relationship to both the physical form and the use of the built-up area; and Stage 3 sought to confirm that the resulting boundary is defined using appropriate physical features. Factors to consider when defining villages included i) The level of service / facility provision; ii) The availability of public transport; and iii) Whether or not the settlement has a coherent spatial form, rather than a size threshold.

***Summary:** The approach in Cheshire East comprises a settlement hierarchy with four tiers. Whilst Cheshire East is spatially much larger than Swansea, this provides a useful example of the nuanced roles that can be played within a settlement hierarchy by standalone settlements which are smaller than the main settlement in their area, but which are not necessarily ‘small’ in themselves. This example also highlights the ability to achieve an evidenced settlement hierarchy through a more qualitative approach.*

2.4 Reflections on application of the current settlement hierarchy

It is logical that LDP2 builds upon the adopted LDP having regard to settlement form and function. Notwithstanding this, having regard to the latest context (including national policy) and the Key Issues and Objectives identified for LDP2, it is important that the existing settlement strategy in the Swansea LDP is fully reviewed (as is highlighted in the LDP Review Report) to ensure the most sustainable approach to future growth can be formulated. We have therefore explored with Swansea Council officers how the current settlement hierarchy functions in practice and what issues might exist.

It has been observed that Swansea has a relatively sprawling patchwork of developed areas, yet most of these are defined singularly within the settlement hierarchy as ‘the urban area’. This singular urban area level of the current settlement hierarchy masks the existence of a number of physically separate settlements across Swansea, and also does not fully reflect the difference in character in some areas. This results in a lack of explicit guidance on which parts of the urban area should be regarded as locations where different place-making approaches would be beneficial, in order to achieve more sustainable development. For example, there is currently a lack of clarity on locations where higher density development with reduced levels of car parking provision (as a result of proximity to facilities and sustainable transport) should specifically be encouraged. It is important for the settlement hierarchy in LDP2 to be clear on the distinctions between individual places that are part of the urban and rural areas, as part of a place-based approach to highlight priorities for each settlement. Acknowledging this would enable potentially different policy approaches and/or separate consideration of these areas.

Noting the potential within Future Wales to establish a settlement hierarchy for the region and a green belt around Swansea Bay and Llanelli, and the need in the LDP2 to avoid unacceptable settlement coalescence by using green wedges, the provision of greater clarity around the type, form and function of settlements within Swansea could assist in any future work undertaken to identify these. There is a need to define and frame economic regeneration programmes at a settlement-scale – for example, the Welsh Government’s Transforming Towns programme. Whilst the current settlement hierarchy does not necessarily inhibit the wider Council’s ability to seek funding, it was suggested by officers that there could be benefits in a clearer definition of which areas could reasonably be described as having the form and function of a town and/or

¹⁴ cheshireeast.gov.uk/planning/spatial-planning/cheshire-east-local-plan/site-allocations-and-policies/sadpd-examination/documents/examination-library/ED06-Settlement-and-Infill-Boundaries-Review.pdf

being regarded as a significantly urbanised settlement with a relatively large mixed-use core and density of population that justifies its categorisation as being distinct from other urban centres in the County.

2.5 Resultant recommendations for the approach in LDP2

As a result of the context review summarised in sections 2.1-2.4 above, we have established a number of recommendations that are considered important to reflect in the approach taken in LDP2. These are:

1. A more nuanced settlement hierarchy, with more levels.

Future Wales requires LDPs to adopt a place-based approach – setting out bespoke visions and priorities for individual cities, towns and villages. It is therefore important for Swansea’s settlement hierarchy to be clear on the distinctions between individual settlements – it is not considered that the single urban area categorisation within the current settlement hierarchy does this. Future Wales also underlines the importance that nuanced settlement hierarchies should have in guiding the location of sustainable growth.

Good practice settlement hierarchy examples reviewed contain between three and six levels within the hierarchy, compared to three within Swansea’s current LDP. These are being used to help direct development to the most sustainable locations within those areas. Approaches to defining hierarchies elsewhere can variously follow in-depth quantitative methodologies, or more high-level qualitative approaches.

Whilst there are not considered to be significant issues in applying Swansea’s current settlement hierarchy and achieving appropriate spatial outcomes in practice, some issues do still exist – for example in being able to articulate through policy, the locations where different design and transport approaches in new development are (or are not) appropriate.

2. Greater distinction between parts of the urban area

The future establishment of a regional settlement hierarchy and potentially a green belt in the region anticipated by Future Wales in a SDP, and green wedge reviews for LDP2, will both be aided by a greater distinction between individual settlements – for example, to provide clarity and a rationale for the role these could have in terms of preventing merging between particular settlements.

This recommendation will also further support Future Wales’s place-based approach for settlement hierarchies within LDPs – able to better reflect the character and distinctiveness of individual settlements.

3. Apply a combination of considerations to establish a hierarchy

Good practice examples employ a range of both qualitative and quantitative approaches to assigning settlements within a hierarchy. Using such an approach in Swansea will balance detail with the need to arrive at an updated, suitably evidenced settlement hierarchy.

3. Overview of settlements in Swansea

3.1 Strategic context and the current settlement hierarchy

The City and County of Swansea is one of significant contrasts and diversity in terms of the role and function of its urban and rural places. These contrasts are an integral element of the area's distinctiveness. The current settlement hierarchy in LDP1 identifies three levels – the urban area, 18 defined key villages, and the countryside.

An assessment of the role and function of settlements requires a place-based approach, which in turn requires an understanding of 'Swansea in context' at a strategic scale. In this regard, an understanding of the role and function of settlements is a fundamental influence on the assessment of the different spatial approaches undertaken to determine the preferred strategy for LDP2. Given the wider context and the contrasts that exist across the County, a 'one size fits all' approach in regards the scale and distribution of development would not be appropriate, which emphasises the need to understand how settlements are 'lived in' as well as their character.

Also in terms of strategic context, the County is split into housing market areas with similar characteristics in LDP1, referred to as Strategic Housing Policy Zones (SHPZ's). These have been reviewed and amended slightly as part of the Council's latest Local Housing Market Assessment. It is important to consider the opportunities, constraints and capacity of the SHPZs within which the settlements are located. A comprehensive review of the opportunities and constraints at the strategic level is captured within the LDP2 Growth and Spatial Approaches Technical Paper, which presents outputs of a review of headline developmental considerations broken down by SHPZ. This work illustrates the contrasting roles and characters of the SHPZs, for example the comparison of the Gower SHPZ (and the associated environmental considerations) with the Greater North West SHPZ (located within the Future Wales defined National Growth Area). Therefore, whilst the review of form and function is focused on individual settlements, the analysis is undertaken with the awareness of the strategic zones in which they are located, and indeed the ongoing review of spatial approaches. This approach will ensure there is a logical link between the settlement hierarchy, and the chosen spatial approach to growth to be defined in the LDP Deposit Plan (Preferred Strategy).

3.2 Analysis of current 'Urban Area' settlements

We have undertaken a review of all areas of built development currently defined as part of the urban area. Parts of the urban area can be characterised as having a somewhat sprawling pattern, particularly in the western centre of the County, where there is an interspersed patchwork of developed urban areas and open countryside. The initial review undertaken has considered whether this patchwork of development should in fact be sub-divided to identify settlements, or joined settlements, that are self-contained and demonstrably separated from the main urban area that extends outwards from the city centre.

The approach taken to the methodical review of settlements has been based on examining the potential for sub-division of the urban area into separate settlements where there is a significant perceived gap of open countryside between built-up areas. We have also considered instances where there is potential to sub-divide settlements which are clearly nucleated, and their only connection to other settlements is a long distance of small-scale ribbon development along a single road.

Whilst much of the 'urban area' of Swansea comprises a sprawl of built form, there is some sense of separation in built up areas at specific locations across the County. Importantly, this sprawl encompasses many different communities, organised as neighbourhoods. Many of these areas relate to identifiable focal points, including those with neighbourhood commercial centres. Whilst these may not operate as entirely self-contained settlements, they have distinct identities functioning as independent and connected places. Therefore, rather than being described as having one uniform 'urban area', Swansea can be regarded as a City of Connected Urban Neighbourhoods, which comprises a patchwork of places, each with a strong identity and distinct focal point, and each presenting unique strengths and challenges. Many of these urban communities relate to a commercial centre and/or mixed use neighbourhood hub which contributes towards a strong sense of place and cohesiveness. These focal areas typically lie at the centre of the local transport

network and provide much of the day-to-day services and amenities such as schools, health provision, and opportunities for day to day shopping.

Based on the above approach, the following separate settlements have been identified within the current singular urban area:

- Swansea Contiguous Urban Area (which includes at its outer edges, travelling clockwise around the city; Mumbles, Upper Killay, Dunvant, Sketty, Gowerton, Fforestfach, Blaen-y-Maes, Llangyfelach, Morryston, Birchgrove, Winch-Wen, Bonymaen and Port Tennant)
- Manselfield
- Murton and Bishopston
- Kittle
- Crofty and Pen-clawdd
- Loughor, Gorseinon and Penllergaer (including Penyrheol, Kingsbridge and Garden Village)
- Bryntywod
- Pontarddulais
- Clydach
- Glais
- Parc Bryn Heulog

It is recognised that there is not any one single ‘correct’ way of sub-dividing parts of the urban area into discrete settlements, recognising that there are also well-established local views around settlement character and identity. In establishing the approach above, the following points have been considered:

- Some narrow gaps of undeveloped land exist between Gowerton and Waunarlwydd and the remainder of the Swansea Contiguous Urban Area. However, it is considered that there is a limited perception of separation between the two, particularly in the vicinity of Ystrad Road. Furthermore, consideration should be given to existing Strategic site SD-H in LDP1, which if taken forward into LDP2 as an allocation, will result in further spatial linkage between Gowerton and Waunarlwydd and the rest of the Swansea Contiguous Urban Area.
- Penllergaer is currently only connected to Loughor and Gorseinon by ribbon development along Gorseinon Road, so could be considered to be somewhat separate. However, site SD-B in LDP1, which has planning consent and has initial phases under construction, will result in a more comprehensive degree of spatial linkage between the two – resulting in Penllergaer, Loughor and Gorseinon being considered as one urban area.
- In cases where historically-separate settlements have largely merged and now share a number of facilities and services (such as Crofty and Pen-clawdd) they have been treated as one, even where there remain some small undeveloped gaps between constituent parts.

3.3 Analysis of current ‘Key Village’ and ‘Countryside’ settlements

LDP1 identifies a number of ‘Key Villages’, distinct from the Urban Area as well as from smaller hamlets and clusters of development (which form part of ‘the countryside’). LDP1 states these were designated following an assessment of their size, facilities, structure and accessibility, and on the basis that they exhibit a cohesive form as settlements (Policy CV1, para 2.10.1).

The list of Key Villages in LDP1 will be considered as part of this review, to assess whether these settlements continue to justify being distinguishable from all other villages and settlements beyond the urban area in LDP2, and to establish how they perform in the hierarchy.

We have also undertaken a review of all areas of countryside within Swansea, as a sense check exercise to identify any clusters of development which are not currently defined as Key Villages but may have the potential to be identified as such in LDP2. We have undertaken a review against Appendix 3 (Village Appraisal) of the Settlement Boundary Review 2016 which supported LDP1, and considered whether or not clusters of development should be identified as Key Villages. This generally excluded clusters of development as settlements where they had fewer than 25 dwellings, The analysis has also reviewed the contextual information set out in the Gower Settlement Statements included in the Gower Placemaking Guidance SPG (October 2021) Appendix.

This review has resulted in a total of three additional small clusters of development for consideration as to their potential inclusion within the settlement hierarchy:

- Caswell Bay – not included within settlement boundaries in previous development plans, not considered within the Settlement Boundary Review 2016, nor recognised as a settlement within the Gower Placemaking Guidance SPG. However, depending on where the boundary is drawn, it has more than 25 dwellings as well as a year-round café and seasonal community/tourist facilities.
- Penmaen – has more than 25 dwellings, a place of worship, a care home, and is served by a relatively frequent all-day bus service. Not designated as a Key Village in 2016 due to the relatively dispersed, non-cohesive settlement structure.
- Rhydypany – has just over 25 dwellings. Not designated as a settlement in previous development plans nor designated as a Key Village in 2016 due to community facility (public house) being spatially separated from nucleated part of the settlement and poor access by non-car modes of transport, however the gap between the pub and the nucleated part is small (less than 100m).

It is considered that any settlements smaller than 25 dwellings should continue to remain within the Countryside, and do not need to be re-assessed.

3.4 Overall list of settlements within scope

Having regard to the initial analysis of urban and rural settlements in Swansea set out above, the table below identifies those considered appropriate to fall within the scope of a more detailed review. There are 32 separate settlements in total. For completeness these settlements are highlighted in the table below, alongside their categorisation in the current hierarchy in LDP1:

Settlement	LDP1 settlement hierarchy status
Bryntywod	Urban Area
Caswell Bay	Not identified (within Countryside)
Clydach	Urban Area
Craig-Cefn-Parc	Key Village
Crofty and Pen-clawdd	Urban Area
Felindre (and Alltwern)	Key Village
Garnswllt (and Lon-Y-Felin)	Key Village
Glais	Urban Area
Grovesend	Key Village
Horton	Key Village
Kittle	Urban Area
Knelston	Key Village
Llangennith	Key Village
Llanmadoc	Key Village
Llanrhidian	Key Village
Loughor, Gorseinon and Penllergaer	Urban Area
Manselfield	Urban Area
Murton and Bishopston	Urban Area
Oxwich	Key Village
Parc Bryn Heulog	Urban Area
Penmaen	Not identified (within Countryside)

Settlement	LDP1 settlement hierarchy status
Pennard and Southgate	Key Village
Pontarddulais	Urban Area
Pontlliw	Key Village
Port Eynon	Key Village
Reynoldston	Key Village
Rhossili (and Middleton)	Key Village
Rhydybandy	Not identified (within Countryside)
Scurlage	Key Village
Swansea Contiguous Urban Area	Urban Area
Three Crosses	Key Village
Tircoed	Key Village

4. Methodology for settlement hierarchy review

A methodology has been developed for the establishment of a new settlement hierarchy for Swansea, which responds to the good practice reviewed in Chapter 2. This desk-based study has begun with a quantitative assessment, focussed on objectively scoring settlements based on their existing size and level of provision of facilities – in other words, more sustainable locations for future development are ranked more highly. A second, qualitative level of assessment has then been layered upon this – recognising that other place-making factors may need to affect the final position of settlements in the hierarchy.

4.1 Quantitative assessment

Five scoring components have been considered as part of the quantitative assessment, with different levels of scoring weighting between each one. These components are:

1. The existing size of the settlement, in terms of the number of dwellings (up to 5 points)
2. The extent of existing anticipated growth of dwellings in the settlement (up to 3 points)
3. The amount of local employment, represented by the amount of employment land (up to 3 points)
4. The extent of provision of local facilities and services (up to 10 points)
5. The extent of provision of public transport (up to 4 points)

These sum to provide a total maximum score for each settlement of 25 points.

Number of dwellings in settlement

This scoring component reflects the principle that larger settlements have more of a critical mass and tend to have more opportunities for future growth, whereas smaller settlements will typically be less sustainable locations for major growth.

Assessment has been undertaken within GIS, using an intersect of Ordnance Survey AddressBase data against the existing defined settlement boundaries in order to establish how many dwellings fall within each. In cases where the approach in this review results in parts of settlement boundaries (as defined in LDP1) being sub-divided – for example between Clydach and the remainder of the Swansea Contiguous Urban Area – assumptions have been made about approximate dividing lines between these settlements. These dividing lines are for the purposes of this assessment only, and should not be taken to constitute the final extent of these settlements – exact boundaries will be a matter of ongoing consideration throughout the remaining stages of preparation of LDP2 which will be confirmed in the Deposit Plan.

For settlements with 25 dwellings or more, the numbers of dwellings in each settlement have been rounded to the nearest 25, recognising that there may be some imperfections and assumptions in the underlying data – and therefore a need to avoid suggesting that the data used is entirely precise.

Scoring given on this component is:

- 1 point for 25-100 dwellings (no points for fewer than 25 dwellings)
- 2 points for 101-250 dwellings
- 3 points for 251-500 dwellings
- 4 points for 501-2,000 dwellings
- 5 points for 2,001+ dwellings

Anticipated growth in number of dwellings in settlement

This scoring component reflects the principle that known and anticipated growth in a settlement should also be considered when establishing a settlement's baseline size, and hence its critical mass and sustainability as a location for future growth.

Assessment has been undertaken using GIS layers of residential site commitments as of 31 March 2024, which have been provided by the Council.

Scoring given on this component is:

- 1 point for 10-25 dwellings of anticipated growth (no points for fewer than 10 dwellings)
- 2 points for 25-100 dwellings of anticipated growth
- 3 points for 100+ dwellings of anticipated growth

Amount of employment land in settlement

This scoring component reflects the principle that size in terms of resident population and number of dwellings is not the only contributor to a settlement's importance – levels of employment are also a factor. High levels of employment also allow greater levels of self-containment within a settlement (i.e. people living in a settlement can also work there), adding to a settlement's sustainability.

Assessment has been undertaken using GIS layers of employment areas, which have been provided by the Council. Whilst these do not illustrate the number of jobs in a settlement (which can vary in their density by the type of employment use), they are considered to be a useful proxy. Areas of employment land also do not capture jobs in other sectors of the economy such as retail and services, however these jobs are effectively captured by the scoring on local facilities in a settlement below.

Scoring given on this component is:

- 1 point for 0-3 hectares of employment land (no points where there is no employment land)
- 2 points for 3-10 hectares of employment land
- 3 points for 10+ hectares of employment land

Provision of local facilities in settlement

This scoring component reflects the principle that more important and sustainable settlements will have a greater concentration of local facilities. The 10-point weighting given to the provision of local facilities reflects the particular significance that the provision of facilities has in determining the role and function of a particular settlement. This assessment has included permanent or fixed services only – any services which are offered as a mobile service have been excluded. For example, Craig-Cefn-Parc and Glais are visited by a mobile post office for 45 minutes each week – but this is to provide access to an essential service for those less able to leave the village rather than as a day-to-day convenience.

Assessment has been undertaken using GIS layers of local facility provision provided by the Council, as well as the layer of designated District Centres provided by the Council.

Scoring given on this component is:

- 1 point where the settlement has a designated District Centre in LDP1
- 1 point where the settlement has a convenience store
- 1 point where the settlement has a secondary school
- 1 point where the settlement has a primary school
- 1 point where the settlement has a restaurant or public house
- 1 point where the settlement has a post office
- 1 point where the settlement has a place of worship or community centre
- 1 point where the settlement has a library
- 1 point where the settlement has a leisure centre

- 1 point where the settlement has a doctor's surgery

Provision of public transport to (and within) settlement

This scoring component reflects the principle that sustainable and more important settlements should be supported by higher-order public transport provision, allowing for car-free travel to other settlements (and for larger settlements, for journeys within the settlement themselves).

Assessment has been undertaken using timetable data from Traveline Cymru¹⁵ as of December 2024 to establish service frequency of bus services within each settlement.

Scoring given on this component is:

- 1 point where the settlement is served by bus services running at least 3 times per day in each direction (no points where services are less frequent)
- 2 points where the settlement is served by bus services running at least hourly in each direction during weekday daytimes
- 3 points where the settlement is served by bus services running at least half-hourly in each direction during weekday daytimes
- 4 points where the settlement is served by, or within a five-minute (400 metre) walk of a railway station

4.2 Qualitative assessment

Following the establishment of a quantitative ranking of settlement scores, refinement up and down the ranking has been undertaken with regard to qualitative factors. This has enabled an overall settlement hierarchy for Swansea to be recommended.

Qualitative factors considered include:

- Urban character and density, and how this might inform a settlement's position in the hierarchy. For example, historical circumstances and relationships with other places may mean that a settlement functions and feels like 'a town', even though its raw size may be smaller than other settlements that score higher in quantitative terms.
- Welsh Language proficiency, and the need to ensure that conditions exist for the Language to thrive in places within Swansea that currently have a higher proportion of speakers.
- Wider plan-making considerations – for example, reasons why it may be desirable for a settlement to be placed higher or lower in the settlement hierarchy than a purely quantitative scoring would suggest.

¹⁵ [Traveline Cymru - Journey Planning Wales](#)

5. Recommended settlement hierarchy

5.1 Quantitative scoring

The table below sets out the scoring for each of the 32 settlements across Swansea that have been considered within this review.

Settlement	Quantitative scoring component					Total score
	1 – Existing dwellings	2 – Anticipated new dwellings	3 – Amount of employment land	4 – Local facility provision	5 – Public transport provision	
Bryntywod	1	0	0	0	1	2
Manselfield	2	0	0	0	1	3
Rhydybandy	1	0	0	1	1	3
Oxwich	1	0	0	1	1	3
Horton	1	0	0	2	1	4
Knelston	1	0	0	2	1	4
Felindre (and Alltwern)	1	0	0	2	1	4
Garnswllt (and Lon-Y-Felin)	2	0	0	1	1	4
Parc Bryn Heulog	4	0	0	0	0	4
Kittle	2	0	0	1	1	4
Penmaen	1	0	0	1	2	4
Caswell Bay	2	0	0	1	2	5
Llangennith	2	0	0	2	1	5
Rhossili (and Middleton)	1	0	0	2	2	5
Tircoed	3	0	0	2	1	6
Llanmadoc	1	0	0	4	1	6
Scurlage	1	0	0	3	2	6
Reynoldston	2	0	0	3	2	7
Craig-Cefn-Parc	3	0	0	2	2	7
Port Eynon	2	0	0	3	2	7
Llanrhidian	2	0	0	4	1	7
Glais	3	0	0	3	1	7
Grovesend	3	0	0	3	2	8
Three Crosses	4	0	0	5	1	10
Pennard and Southgate	4	0	0	7	1	12
Murton and Bishopston	4	0	0	8	1	13
Pontlliw	4	3	0	5	2	14
Crofty and Pen-clawdd	4	0	3	6	2	15
Clydach	5	2	3	8	3	21
Loughor, Gorseinon and Penllergaer	5	3	3	10	3	24
Pontarddulais	5	3	2	10	4	24
Swansea Contiguous Urban Area	5	3	3	10	4	25

5.2 Final recommendations, reflecting qualitative considerations

The singular urban area level of the current settlement hierarchy masks the existence of a number of physically separate settlements across Swansea and also does not fully reflect the difference in character in

some areas. It is important for Swansea's settlement hierarchy for LDP2 to be clear on the distinctions between individual places that are part of the urban and rural areas, as part of a place-based approach to highlight priorities for each settlement. Acknowledging this would enable potential different policy approaches and/or separate consideration of these areas.

A review of precedents and good practice settlement hierarchies has highlighted that it is common to define between three and six levels within the hierarchy. These are being used to help direct development to the most sustainable locations within those areas.

Whilst there are not considered to be significant issues in applying Swansea's current settlement hierarchy and achieving appropriate spatial outcomes in practice, some issues do exist.

The designation of green wedges in the Deposit LDP2, and the potential future establishment of a green belt around Swansea in a future SDP (as referenced in Future Wales) will also be aided by a greater distinction between individual settlements.

A combined qualitative and quantitative approach to assessing settlements has provided a robust and legible way of assigning places within a hierarchy.

It is recommended that a four-tier settlement hierarchy is adopted for Swansea in LDP2. These tiers are as follows:

- Urban Area Settlements
- Larger Semi-Rural and Rural Settlements
- Smaller Semi-Rural and Rural Settlements
- Countryside

Urban Area Settlements

These settlements are the largest and most important within Swansea in terms of their role and function. They are urban in nature, with a comprehensive range of facilities.

There is a distinct group of settlements with total quantitative scores of 21 or more. It is considered appropriate for this group to form the Urban Area tier – with there being no qualitative considerations identified that would suggest any lower-scoring settlements should also be included. The full list of settlements in this tier is:

- Swansea Contiguous Urban Area
- Clydach
- Loughor, Gorseinon and Penllergaer
- Pontarddulais

Larger Semi-Rural and Rural Settlements

These settlements are smaller than Urban Areas, but still have a significant provision of services and facilities, and some more urban characteristics.

There is another distinct group of settlements with total quantitative scores between 10 and 14. It is considered appropriate for all of these settlements to form the Larger Semi-Rural and Rural tier. Whilst Glais has a lower quantitative score (of 7), it is only marginally smaller than the existing size threshold of 500 dwellings at which it would have scored an additional point. Given this, and its sustainable location in close proximity to Clydach which includes employment provision at the Players Industrial estate, it is considered appropriate for Glais to also fall within this tier. In relation to Three Crosses which has a quantitative score of 10 the scale of the settlement, including service provision, settlement character and accessibility means it is appropriate for it to be identified within this tier. The full list of settlements included is:

- Crofty and Pen-clawdd
- Glais
- Murton and Bishopston
- Pennard and Southgate
- Pontlliw
- Three Crosses

Smaller Semi-rural and Rural Settlements

These settlements are smaller than Larger Semi-Rural and Rural Settlements, and typically have less of an urban character. However, most still have a moderate level of service and facility provision.

There is a large number of settlements with qualitative scores between 5 and 8. Qualitative factors therefore play more of a role in considering which settlements are appropriate to fall into this tier:

- Whilst Craig-Cefn-Parc scores similarly to Glais it is smaller, located slightly further from Clydach, and has a much less nucleated form and character. It is therefore considered appropriate to be treated as a Smaller Semi-Rural and Rural Settlement rather than a Larger Semi-Rural and Rural Settlement.
- Grovesend, Llanrhidian and Port Eynon are moderately sized villages with a moderate level of service and facility provision, and appropriate to fall within this tier.
- Kittle, Llangennith, Reynoldston and Tircoed are also moderately sized villages, and whilst they have more limited provision of services and facilities, they are considered to have sufficient levels of provision to be considered sustainable settlements, and to allow them to be included in this tier.
- Scurlage, Rhossili and Llanmadoc are very small villages, but act as service centres for surrounding clusters of villages within the Gower (particularly in the case of Scurlage) and they have relatively good public transport provision for their size. They can therefore be sustainable settlements, and it is considered appropriate for them to be included in this tier.

The full list of settlements included is:

- Craig-Cefn-Parc
- Grovesend
- Kittle
- Llangennith
- Llanmadoc
- Llanrhidian
- Port Eynon
- Reynoldston
- Rhossili
- Scurlage
- Tircoed

Countryside

This is the lowest tier of the settlement hierarchy. Settlements with quantitative scores of 4 or less generally fall into this tier, reflecting both a small size and a very limited range of facilities. Qualitative factors have

also resulted in some settlements with higher scores also being considered appropriate to include in this tier as explained below. It should be noted that the outcomes for some settlements is relatively finely balanced, and in some cases there could be a case for whether these settlements could be assigned to the Smaller Semi-rural and Rural Settlements tier. Feedback from stakeholders and the public in the Preferred Strategy consultation will assist in informing the final strategy to be set out in the Deposit Plan.

Of particular note:

- Penmaen has received a moderate score by virtue of its size, having some facilities, and being located along a relatively frequent bus route. However, it is a very dispersed non-cohesive settlement with significant areas of open land separating smaller clusters of development. Given the settlement's location in the heart of the Gower National Landscape, and its exceptionally rural character, it is not considered to be a suitable location for major future development.
- Caswell Bay is the terminus of relatively frequent bus services into the Swansea Contiguous Urban Area, a short distance to the west. However, the services located within Caswell Bay are limited and largely tourist-oriented and are therefore seasonal and/or weather-dependent. It is also therefore not considered a suitable location for major future development.
- Parc Bryn Heulog is a relatively large settlement with around 650 dwellings, but its size is the only component where it receives any quantitative scoring – it has no facilities, and it is served by less than three buses per day. In the absence of any improved facilities it is therefore not considered to form a sustainable location for major future development, and as such it is not proposed to be included in a higher tier.

The following settlements that were identified in section 3.4 for assessment, therefore fall within the Countryside tier:

- Bryntywod
- Caswell Bay
- Felindre
- Garnswllt
- Horton
- Knelston
- Manselfield
- Oxwich
- Parc Bryn Heulog
- Penmaen
- Rhydybandy

5.3 Next steps

The findings of this review will inform the settlement strategy to be set out in the LDP2 Preferred Strategy which will be subject to public consultation during early 2025. It has been focussed on the existing network of settlements across the City and County, and once the future growth locations to be contained within LDP2 have been established, further consideration should be undertaken of any implications for the settlement hierarchy.

It should be noted that the scoring is based on the best available desktop information, and in some cases the overall recommendations for some settlements factoring additional qualitative considerations are finely balanced. It is anticipated feedback from stakeholders and the public in the Preferred Strategy consultation on the tiers that have been assigned to different settlements will assist in informing a final approach for LDP2 along with further analytical assessments.

It may also be beneficial for more detailed and finer-grain consideration to be undertaken of how settlements and character should inform future growth across Swansea. For example, the settlement hierarchy review has not considered the character and function of individual districts and neighbourhoods within the urban areas, where different future development approaches may be appropriate. This could also include consideration of different levels of public transport accessibility in different settlements and parts of settlements, in parallel with the site selection process and sustainability appraisal. Ongoing refinement of the base data through site visits may also be beneficial in informing the final strategy to be set out in the Deposit Plan including the identification of settlement boundaries.


The settlement hierarchy review has not sought to define the specific boundaries for individual settlements – with analysis having reflected the boundaries of settlements as defined by the existing LDP. There may be locations where these boundaries would benefit from a more detailed review and fine tuning as part of the work to produce LDP2.

Appendix A – Settlement assessment proformas


The maps set out in this Appendix do not represent the defined limits of proposed settlements. Boundaries for relevant settlements will be assessed and defined by the Council within the Deposit LDP.

Settlement name		Bryntywod		
Criteria assessment			Scoring	
Number of dwellings in settlement				
50			1/5	
Anticipated growth in number of dwellings in settlement				
Committed 7 dwellings (2021/3015/OUT)			0/3	
Amount of employment land in settlement				
No proposed employment land in settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	0/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 46 currently operates 6 times per day. There is no current railway station.			1/4	
Total score for settlement			2/25	
Additional qualitative considerations for settlement				
Bryntywod is a small settlement which is bound to the north by the M4 and to the south by the A48. It has a relatively urban character, partly influenced by its proximity to industrial uses and the M4, but it is physically separate from other more urban areas.				


Settlement name		Caswell Bay		
Criteria assessment			Scoring	
Number of dwellings in settlement				
125			2/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 1 currently operates approximately hourly, with additional services on route 113. There is no railway station.			2/4	
Total score for settlement			5/25	
Additional qualitative considerations for settlement				
Caswell Bay is a small coastal settlement. It has a mixed character, with two large apartment complexes, but otherwise only a small number of large dwellings. It is influenced by tourism, with limited services (beach café) in the settlement seasonal and/or weather-dependent.				

Settlement name		Clydach		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
3425			5/5	
Anticipated growth in number of dwellings in settlement				
Committed 70 dwellings (2019/2882/S73)			2/3	
Amount of employment land in settlement				
Approximately 13.5ha located south of the settlement			3/3	
Provision of local facilities in settlement				
District centre with retail?	Y	Secondary school?	N	8/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	Y	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus route X6 currently operates approximately half-hourly, with additional services on route 45. There is no railway station.			3/4	
Total score for settlement			21/25	
Additional qualitative considerations for settlement				
Clydach has the characteristics of a small town, with relatively high density development throughout. It contains a comprehensive range of services and facilities, and relatively high-frequency public transport links.				

Settlement name		Craig Cefn Parc		
Criteria assessment			Scoring	
Number of dwellings in settlement				
375			3/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	Y	
Provision of public transport to (and within) settlement				
Bus route X6C currently operates approximately hourly. There is no railway station.			2/4	
Total score for settlement			7/25	
Additional qualitative considerations for settlement				
Craig Cefn Parc is a medium-size village with some local facilities. It has a linear form, being located on the side of a river valley, being somewhat elevated towards its northern end. This gives it a relatively rural character in parts.				

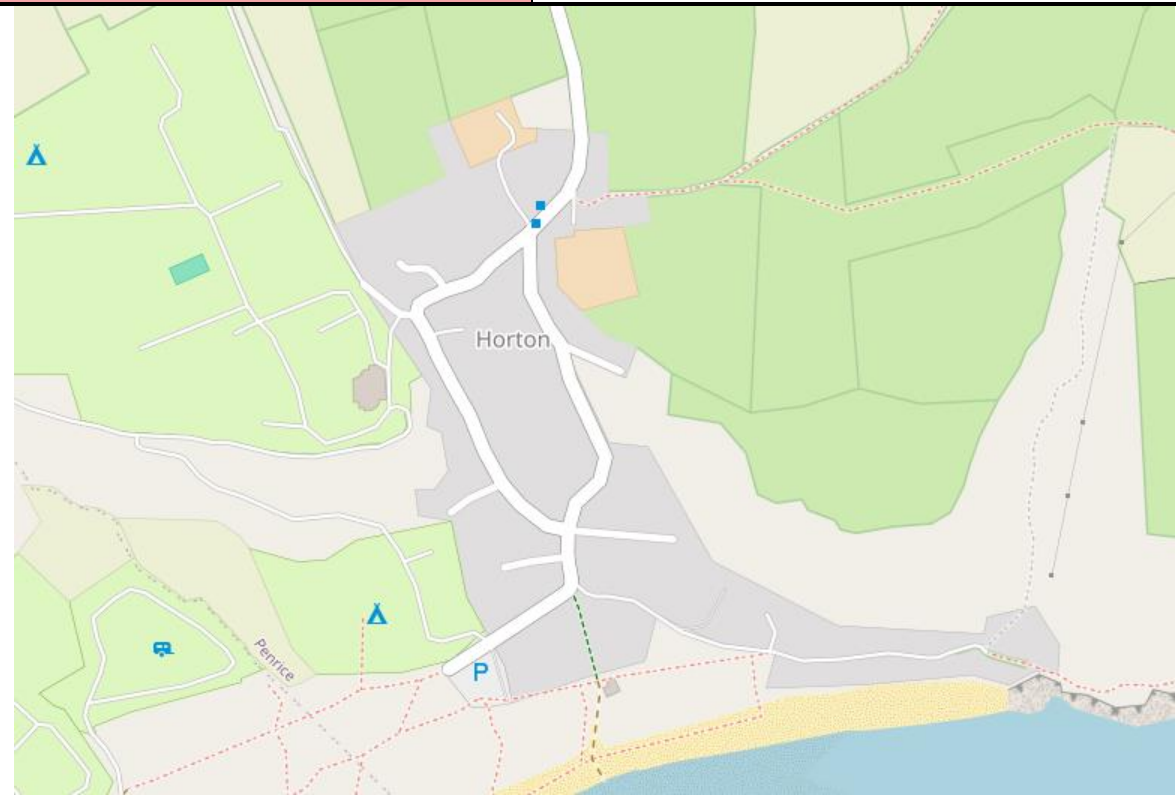
Settlement name		Crofty and Pen-clawdd		
				
Criteria assessment				Scoring
Number of dwellings in settlement				
1525				4/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
Approximately 12.6 ha of employment land located within Crofty				3/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	6/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus route 116 currently operates approximately hourly. There is no railway station.				2/4
Total score for settlement				15/25
Additional qualitative considerations for settlement				
Crofty and Pen-Clawdd are two separate villages which have largely conjoined, sharing a relatively wide range of facilities and a local centre. They have been appraised as one. They are coastal, and have a relatively suburban character, also influenced by an employment area in Crofty.				

Settlement name		Felindre (including Alltwern)		
Criteria assessment				Scoring
Number of dwellings in settlement				
75				1/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 142 currently operates three times per day. There is no railway station.				1/4
Total score for settlement				4/25
Additional qualitative considerations for settlement				
<p>Felindre and Alltwern are two distinct but closely related settlements. They have the characteristics of a small rural settlement, with narrow roads. They have a limited range of facilities, and are otherwise relatively isolated from other settlements. However, they do have formal outdoor play provision in the form of a multi-use games area (MUGA) and playing fields.</p>				


Settlement name		Garnswllt (including Lon-Y-Felin)		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
125			2/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within Garnswllt			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus route 127 currently operates five times per day. There is no rail station.			1/4	
Total score for settlement			4/25	
Additional qualitative considerations for settlement				
<p>Garnswllt and Lon-Y-Felin are two distinct but closely related settlements. They have the characteristics of a small rural settlement, with narrow roads. They have a limited range of facilities, and are otherwise relatively isolated from other settlements. However, they do have formal outdoor play provision in the form of a multi-use games area (MUGA) and playing fields.</p>				

Settlement name		Glais		
Criteria assessment				Scoring
Number of dwellings in settlement				
475				3/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	3/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 45 currently operates approximately five times per day.				1/4
There is no rail station.				
Total score for settlement				7/25
Additional qualitative considerations for settlement				
<p>Glais is a medium-size village with some local facilities including a number of pubs. It has a relatively dense and nucleated form, rising uphill from the River Towe. Whilst separate and distinct from Clydach to the north, it is nevertheless located quite close, with the two within walking distance with Clydach also being served by employment provision at the Players industrial estate.</p>				

Settlement name		Grovesend		
Criteria assessment				Scoring
Number of dwellings in settlement				
475				3/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	3/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 16 currently operates approximately hourly. There is no rail station.				2/4
Total score for settlement				8/25
Additional qualitative considerations for settlement				
Grovesend is a medium-size village, although it has a somewhat limited range of local facilities. It has a relatively dense character, although as it is relatively linear in form it also has extensive views out into adjoining countryside and therefore a semi-rural character in parts.				

Settlement name		Horton		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
100			1/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115 and 117 currently operate nine times per day. There is no rail station.			1/4	
Total score for settlement			4/25	
Additional qualitative considerations for settlement				
Horton is a small coastal settlement on the Gower. The historic core of the village is adjoined by several caravan parks, making it somewhat tourist-oriented in nature. The settlement has a relatively limited range of facilities.				

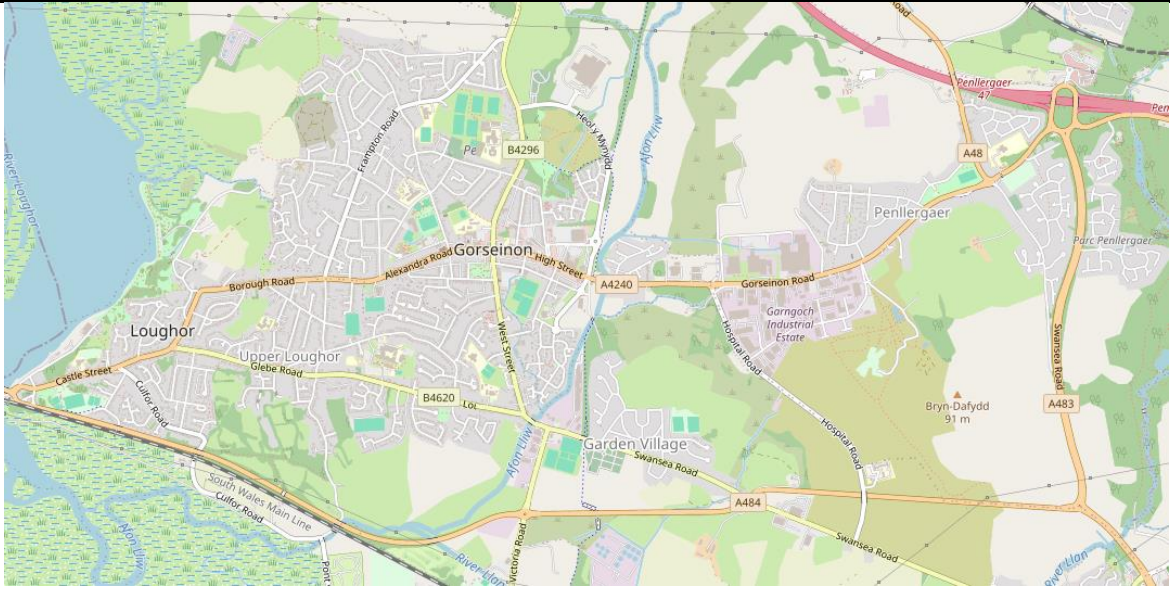
Settlement name		Kittle		
Criteria assessment			Scoring	
Number of dwellings in settlement				
200			2/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
There is no employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience store?	N	
Provision of public transport to (and within) settlement				
Bus route 14 currently operates approximately every 90 minutes. There is no rail station.			1/4	
Total score for settlement			4/25	
Additional qualitative considerations for settlement				
<p>Kittle is a small village with a relatively limited range of local facilities. Whilst not factored in the local facilities methodology above, the village does have a number of shops that aren't a convenience store, such as a beauty salon, a bakery and garden centre. It is relatively dense for a village of its size and has a somewhat suburban character, albeit with views of adjoining countryside. It is closely related to the separate settlement of Murton and Bishopston, a short distance to the east.</p>				

Settlement name		Knelston		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
25			1/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	N	Primary school?	Y	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115, 118 and 119 currently operate 12 times per day, with irregular spacing. There is no rail station.			1/4	
Total score for settlement			4/25	
Additional qualitative considerations for settlement				
Knelston is a small settlement. Whilst it has some limited facilities, including a primary school serving the Gower settlements, it has a largely rural character. The historic core of the village is also adjoined by a small caravan park.				

Settlement name		Llangennith		
Criteria assessment				Scoring
Number of dwellings in settlement				
125				2/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus routes 115 and 116 currently operate 8 times per day. There is no rail station.				1/4
Total score for settlement				5/25
Additional qualitative considerations for settlement				
Llangennith is a small settlement in Gower. It has a small range of facilities. Whilst primarily rural, alongside its historic core, the village has some areas of modern development and could be argued to have a more suburban character.				

Settlement name		Llanmadoc		
Criteria assessment				Scoring
Number of dwellings in settlement				
75				1/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	4/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115 and 116 currently operate 8 times per day. There is no rail station.				1/4
Total score for settlement				6/25
Additional qualitative considerations for settlement				
Llanmadoc is a small settlement in Gower, and has some local facilities including a community shop. It has a relatively linear and somewhat dispersed form, giving it a rural character.				

Settlement name		Llanrhidian		
Criteria assessment			Scoring	
Number of dwellings in settlement				
125			2/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	4/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115 and 116 currently operate 8 times per day. There is no rail station.			1/4	
Total score for settlement			7/25	
Additional qualitative considerations for settlement				
Llanrhidian is a small village in Gower, although has a modest range of local facilities. It has a relatively dispersed form, giving it a somewhat rural character.				

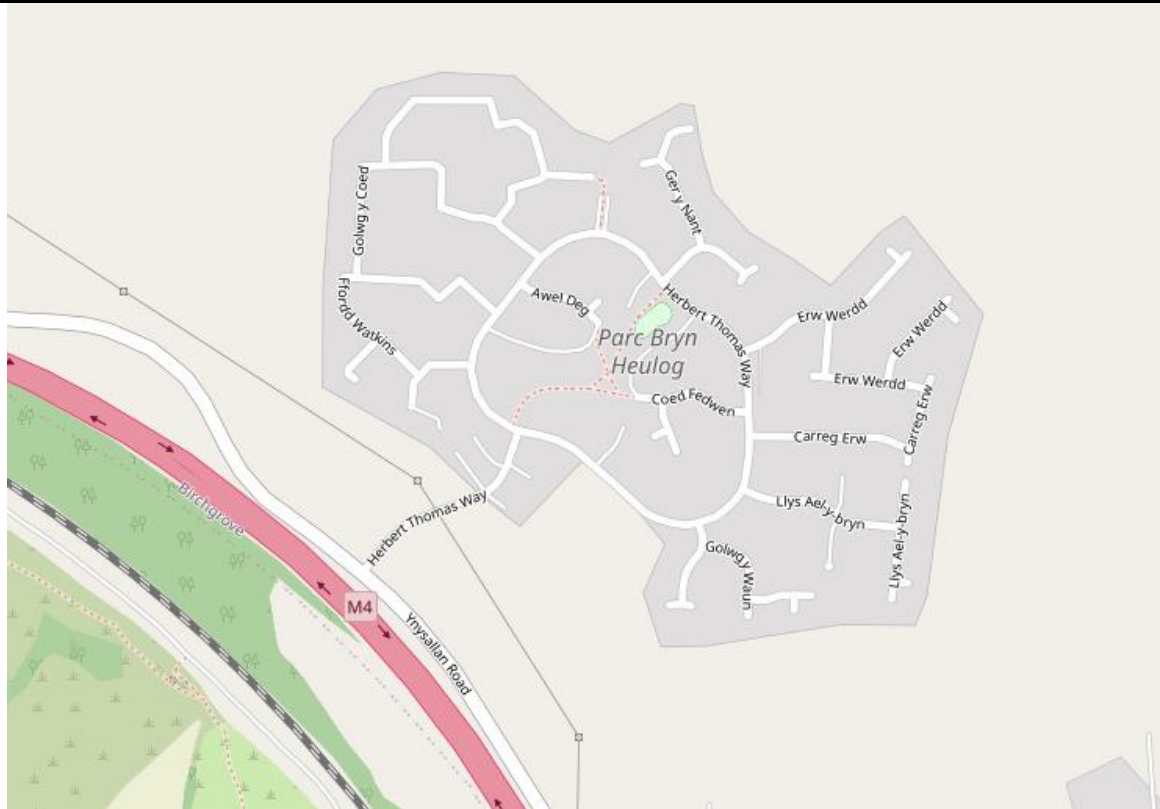
Settlement name		Loughor, Gorseinon and Penllergaer		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
10,625			5/5	
Anticipated growth in number of dwellings in settlement				
Committed 2,026 dwellings – 44 (2020/2357/FUL), 19 (2020/2099/FUL subject to signing of Section 106), 98 (2021/1820/FUL), 705 (2019/2905/RES), 166 (2021/1495/FUL), 850 (2018/2697/OUT), 144 (2019/2144/RES)			3/3	
Amount of employment land in settlement				
Approximately 65ha of employment land			3/3	
Provision of local facilities in settlement				
District centre with retail?	Y	Secondary school?	Y	10/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	Y	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	Y	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus services operate on a variety of routes and corridors, including routes X11, 16, 46, 53 and 111 – with several corridors operating at least every half-hour. There is no railway station.			3/4	
Total score for settlement			24/25	
Additional qualitative considerations for settlement				
<p>Loughor, Gorseinon and Penllergaer are separate communities linked by areas of ribbon development, which are primarily urban in nature and considering future strategic development will result in a more comprehensive degree of spatial linkage between the communities resulting in them being considered as one urban area. Gorseinon has a district centre, with a number of other nodes of retail and commercial activity located throughout the urban area. There is a wide range of facilities, employment areas and public transport links.</p>				

Settlement name		Mansfield		
Criteria assessment				Scoring
Number of dwellings in settlement				
125				2/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	0/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus routes 113 currently operates 3 times per day. There is no rail station.				1/4
Total score for settlement				3/25
Additional qualitative considerations for settlement				
Mansfield is a small settlement, with no local facilities within it. Whilst it is relatively dense and suburban for a settlement of its size, reflecting its close proximity to Murton and Bishopston to the west, it is separate – and its linear form gives it a semi-rural character.				

Settlement name		Murton and Bishopston		
Criteria assessment			Scoring	
Number of dwellings in settlement				
1150			4/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	Y	8/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	Y	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus route 14 currently operates approx. every 90 minutes, with additional services on route 113. There is no rail station.			1/4	
Total score for settlement			13/25	
Additional qualitative considerations for settlement				
Murton and Bishopston are two separate settlements which have largely conjoined, sharing a wide range of facilities. They have been appraised as one. They have a largely suburban character, particularly towards the south, although there is a degree of separation by green space and more of semi-rural character towards the north.				

Settlement name		Oxwich		
Criteria assessment				Scoring
Number of dwellings in settlement				
25				1/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within Oxwich				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus route 117 currently operates 7 times per day. There is no rail station.				1/4
Total score for settlement				3/25
Additional qualitative considerations for settlement				
Oxwich is a small coastal settlement on Gower. The historic core of the village is adjoined by several caravan parks, making it somewhat tourist-oriented in nature. The village has a relatively limited range of facilities, with those present partly serving a tourism role. The church and hotel/pub lie outside the settlement.				

Settlement name	Parc Bryn Heulog
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Criteria assessment	Scoring
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<i>Number of dwellings in settlement</i>	
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650	4/5
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<i>Anticipated growth in number of dwellings in settlement</i>	
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Currently no committed growth	0/3
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<i>Amount of employment land in settlement</i>	
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No employment land within settlement	0/3
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<i>Provision of local facilities in settlement</i>			
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District centre with retail?	N	Secondary school?	N	0/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	

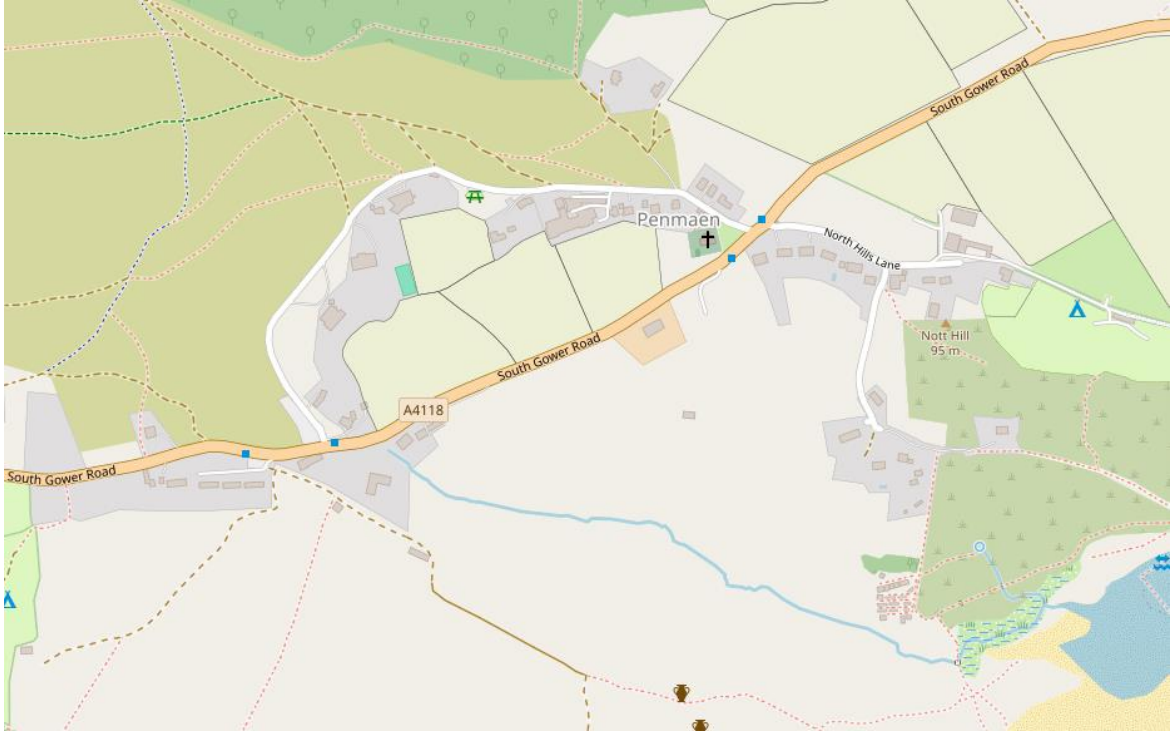
<i>Provision of public transport to (and within) settlement</i>	
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Bus route 45 currently operates once per day. There is no rail station.	0/4
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Total score for settlement	4/25
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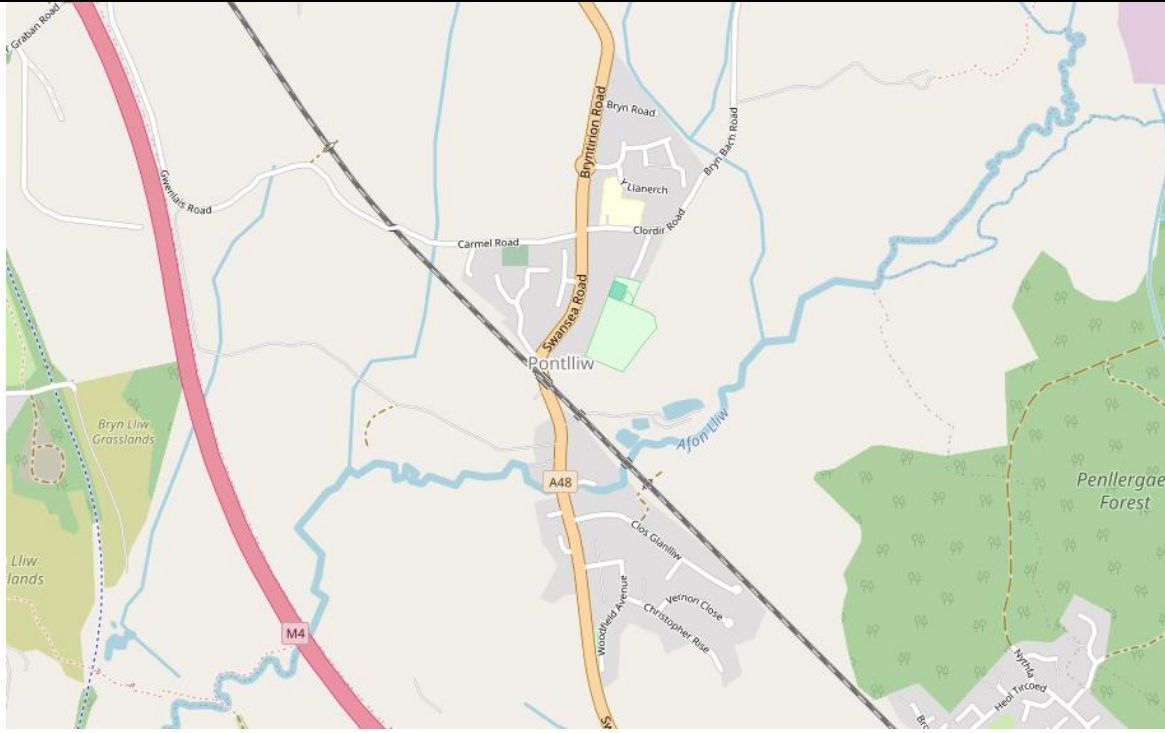
<i>Additional qualitative considerations for settlement</i>	
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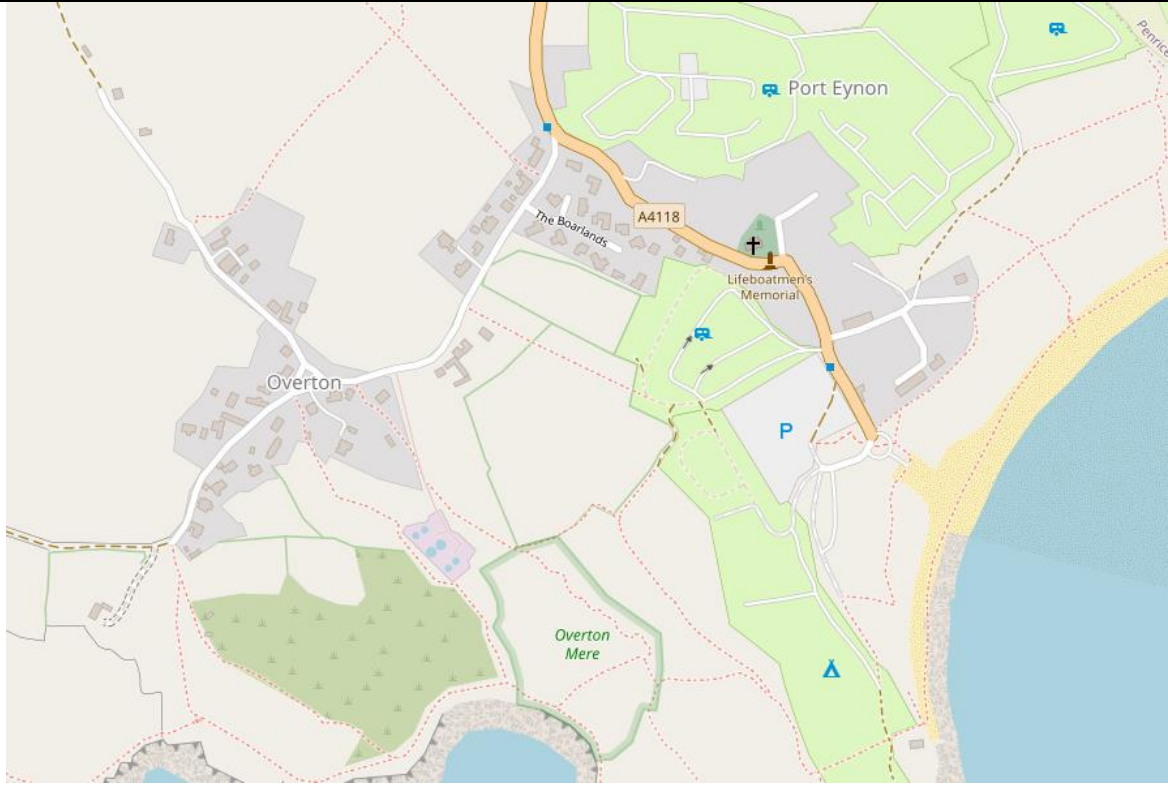
Parc Bryn Heulog forms an isolated area of relatively new-build housing. Whilst quite dense and suburban in character, the settlement has no local facilities and only very limited public transport provision.

Settlement name		Penmaen		
				
Criteria assessment				Scoring
Number of dwellings in settlement				
25				1/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus routes 117 and 118 currently operate a combined service approximately hourly. There is no rail station.				2/4
Total score for settlement				4/25
Additional qualitative considerations for settlement				
<p>Penmaen is a small settlement in Gower. Whilst it does have relatively frequent bus service provision for a settlement of its size, it has very few facilities and is very dispersed and non-cohesive in terms of its urban form, having a rural character with large areas of open land separating clusters of built development.</p>				

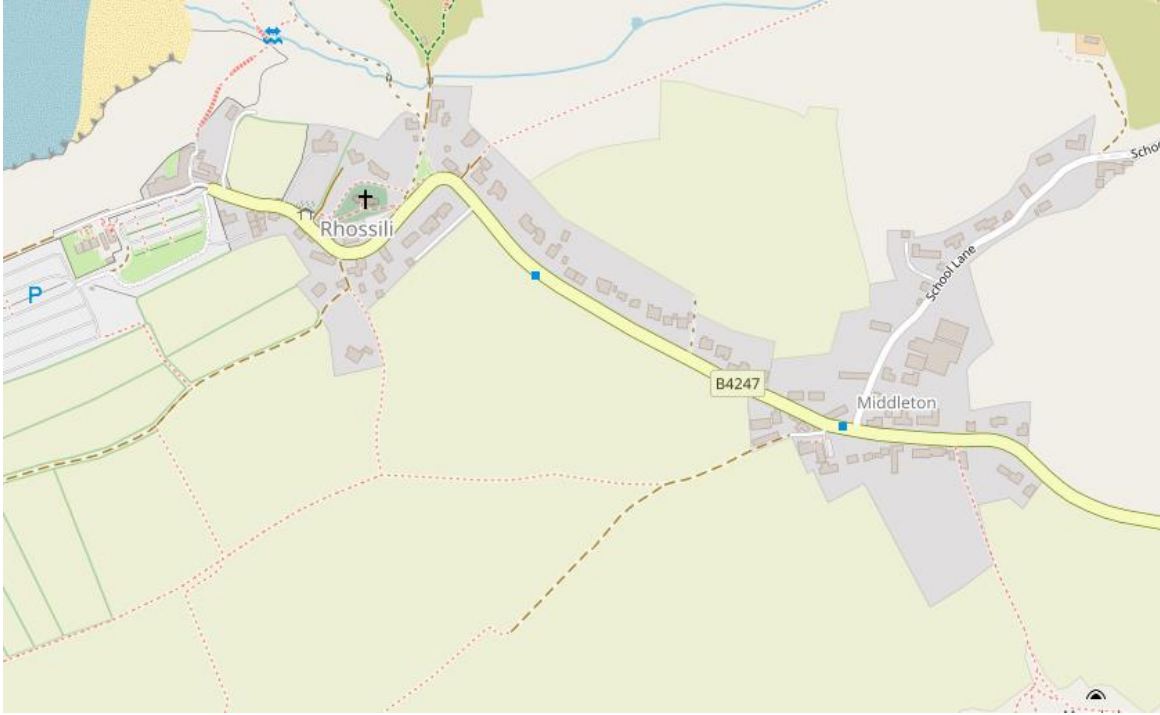
Settlement name		Pennard and Southgate		
Criteria assessment				Scoring
Number of dwellings in settlement				
850				4/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth.				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	7/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	Y	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus route 14 currently operates approximately every 90 minutes.				1/4
There is no rail station.				
Total score for settlement				12/25
Additional qualitative considerations for settlement				
<p>Pennard and Southgate are two separate settlements which have largely conjoined, sharing a wide range of facilities. They have been appraised as one. They have a mixed character, with some relatively dense suburban areas, but also areas with much more coastal and rural character. The historic small settlement of Pennard, which contains Pennard Church, is some way from the settlement of Pennard and Southgate and is not included in this assessment.</p>				

Settlement name		Pontarddulais		
				
Criteria assessment				Scoring
Number of dwellings in settlement				
2950				5/5
Anticipated growth in number of dwellings in settlement				
Committed 107 dwellings: 31(2018/1932/FUL), 55 (2018/2629/FUL), 21 (2018/1014/FUL)				3/3
Amount of employment land in settlement				
Approximately 3.39ha of employment land within Pontarddulais				2/3
Provision of local facilities in settlement				
District centre with retail?	Y	Secondary school?	Y	10/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	Y	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	Y	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Pontarddulais is a railway station on the Heart of Wales Line. There are also frequent bus services on a variety of routes, including the L3, X13 and 16.				4/4
Total score for settlement				24/25
Additional qualitative considerations for settlement				
Pontarddulais has the characteristics of a small town, with relatively high density development throughout a distinct town centre. It contains a comprehensive range of services and facilities, and relatively high-frequency public transport links. It is also functionally connected to Hendy and Fforest immediately to the west, located across the River Loughor in Carmarthenshire.				

Settlement name		Pontlliw		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
625			4/5	
Anticipated growth in number of dwellings in settlement				
Committed 121 dwellings – 31 (2023/1965/FUL), 12 (2020/0434/FUL), 11 (2017/1342/FUL), 67 (2008/0912)			3/3	
Amount of employment land in settlement				
There is no proposed employment land			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	5/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus route X13 currently operates approximately hourly.			2/4	
Total score for settlement			14/25	
Additional qualitative considerations for settlement				
<p>Pontlliw is a medium-size village, with a moderate range of local facilities. It has a relatively dense character, although as it is relatively linear in form it also has extensive views out into adjoining countryside and therefore a semi-rural character in parts.</p>				

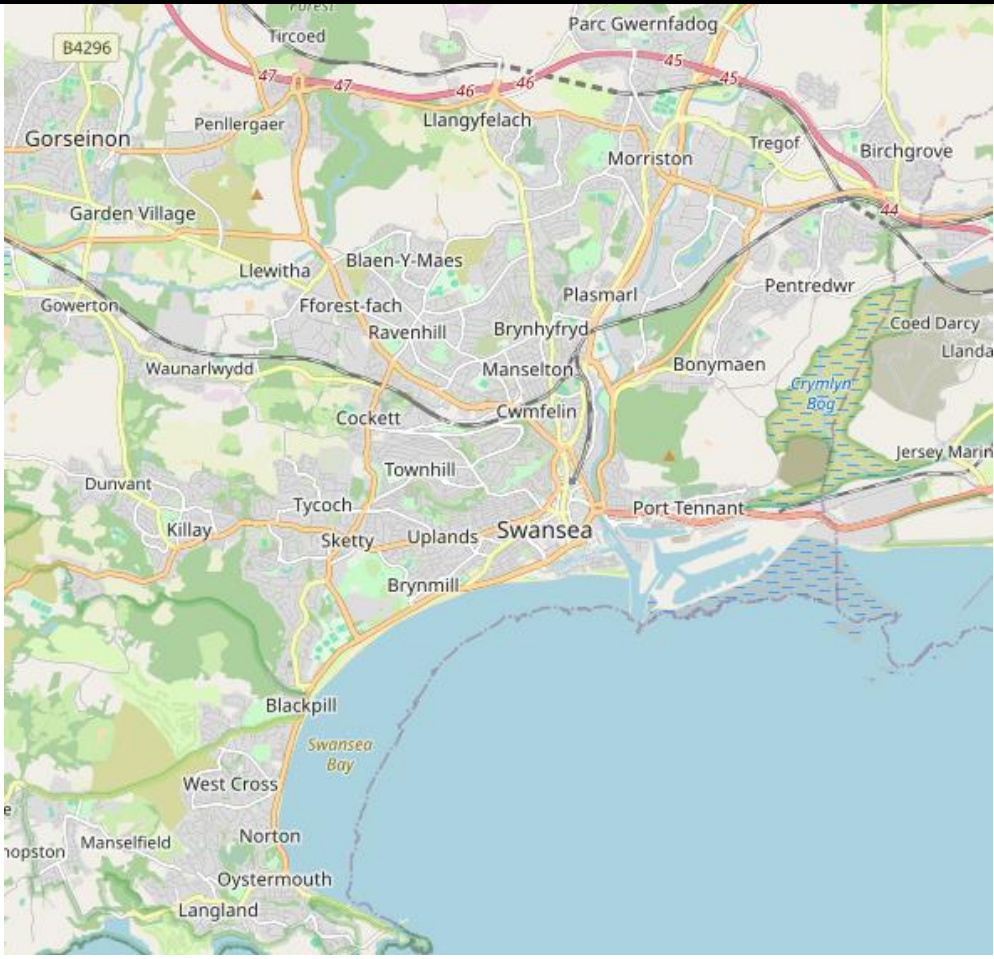
Settlement name		Port Eynon		
				
Criteria assessment				Scoring
Number of dwellings in settlement				
100				2/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	3/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115, 117 and 118 currently operate a combined service approximately hourly. There is no rail station.				2/4
Total score for settlement				7/25
Additional qualitative considerations for settlement				
Port Eynon is a small coastal settlement on Gower. The historic core of the settlement is adjoined by several caravan parks, making it somewhat tourist-oriented in nature. Port Eynon does however have range of facilities.				

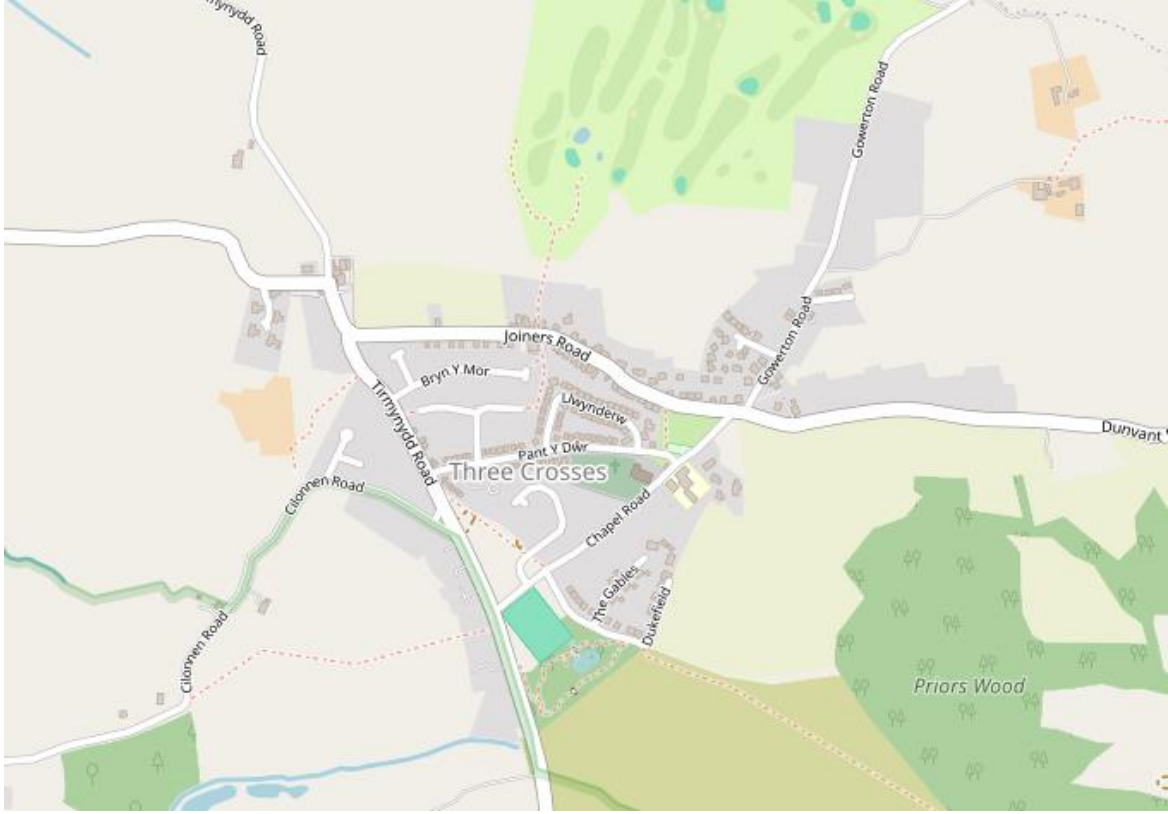
Settlement name		Reynoldston		
Criteria assessment			Scoring	
Number of dwellings in settlement				
175			2/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
There is no employment land within the settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	3/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus routes 115, 117 and 118 currently operate a combined service approximately hourly. There is no rail station.			2/4	
Total score for settlement			7/25	
Additional qualitative considerations for settlement				
Reynoldston is a small village in Gower, although has a modest range of local facilities. It has a relatively dispersed form, giving it a somewhat rural character.				

Settlement name		Rhossili (including Middleton)		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
75			1/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus routes 118 and 119 currently operate a combined service approximately hourly. There is no rail station.			2/4	
Total score for settlement			5/25	
Additional qualitative considerations for settlement				
Rhossili and Middleton are closely-linked small coastal settlements on Gower. By its nature at the end of Rhossili Bay and the 'end of the road' across Gower, it is somewhat tourist-oriented in nature. The village does however have some facilities.				

Settlement name		Rhydybandy		
Criteria assessment			Scoring	
Number of dwellings in settlement				
25			1/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within settlement			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	1/10
Pub or restaurant?	Y	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	N	
Provision of public transport to (and within) settlement				
Bus route 142 currently operates three times per day. There is no railway station.			1/4	
Total score for settlement			3/25	
Additional qualitative considerations for settlement				
Rhydybandy has the characteristics of a small rural settlement , with narrow roads. It has a limited range of facilities, and is otherwise relatively isolated from other settlements.				

Settlement name		Scurlage		
Criteria assessment				Scoring
Number of dwellings in settlement				
100				1/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	3/10
Pub or restaurant?	N	Primary school?	N	
Post office?	Y	Library?	N	
Place of worship or community hall?	N	Doctor's surgery?	Y	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 115, 117, 118 and 119 currently operate a combined service approximately hourly. There is no rail station.				2/4
Total score for settlement				6/25
Additional qualitative considerations for settlement				
<p>Scurlage is a small village. However, it serves as a service centre for the west of Gower, with a relatively wide range of facilities for its size, including a doctor's surgery, chip shop and pharmacy. Whilst located in a distinctly rural area, the built development in the village is relatively densely clustered. The sports club and bar is a members only establishment and for that reason has not been included as a publicly available pub/restaurant.</p>				

Settlement name		Swansea Contiguous Urban Area		
				
Criteria assessment				Scoring
Number of dwellings in settlement				
89,575				5/5
Anticipated growth in number of dwellings in settlement				
By virtue of the size of the Urban Area, there is a significant amount of committed growth.				3/3
Amount of employment land in settlement				
A number of employment land within settlement over 10ha				3/3
Provision of local facilities in settlement				
District centre with retail?	Y	Secondary school?	Y	10/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	Y	
Place of worship or community hall?	Y	Doctor's surgery?	Y	
Leisure centre?	Y	Convenience store?	Y	
Provision of public transport to (and within) settlement				
The Swansea Contiguous Urban Area is served by Swansea, Gowerton and Llansamlet railway stations.				4/4
The Urban Area is also served by a comprehensive range of high-frequency bus services.				
Total score for settlement				25/25
Additional qualitative considerations for settlement				
<p>The Swansea Contiguous Urban Area is a large area and contains Swansea City Centre, Mumbles, Killay, Dунvant, Waunarlyydd, Gowerton, Fforest-fach, Llangyfelach, Morriston, Ynysforgan and Birchgrove. Along with Swansea City Centre the urban area contains a wide range of district centres, employment areas and city-scale facilities.</p>				

Settlement name		Three Crosses		
				
Criteria assessment			Scoring	
Number of dwellings in settlement				
575			4/5	
Anticipated growth in number of dwellings in settlement				
Currently no committed growth			0/3	
Amount of employment land in settlement				
No employment land within the area			0/3	
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	5/10
Pub or restaurant?	Y	Primary school?	Y	
Post office?	Y	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 21 and 22 currently operate a combined eight times per day. There is no rail station.			1/4	
Total score for settlement			10/25	
Additional qualitative considerations for settlement				
Three Crosses is a medium-size village, with a moderate range of local facilities. It has a relatively dense and suburban character in parts, although it is also characterised by some interspersed areas of green space which lend a more semi-rural character – particularly in the south of the village.				

Settlement name		Tircoed		
Criteria assessment				Scoring
Number of dwellings in settlement				
475				3/5
Anticipated growth in number of dwellings in settlement				
Currently no committed growth				0/3
Amount of employment land in settlement				
No employment land within the settlement				0/3
Provision of local facilities in settlement				
District centre with retail?	N	Secondary school?	N	2/10
Pub or restaurant?	N	Primary school?	N	
Post office?	N	Library?	N	
Place of worship or community hall?	Y	Doctor's surgery?	N	
Leisure centre?	N	Convenience shop?	Y	
Provision of public transport to (and within) settlement				
Bus routes 46 and 53 currently operate a combined five times per day. There is no rail station.				1/4
Total score for settlement				6/25
Additional qualitative considerations for settlement				
Tircoed is a medium-size village, although it has a relatively limited range of local facilities and public transport provision. It has a relatively dense character, being relatively newly developed, and it is surrounded by dense woodland.				