

**FIVE MILE LANE IMPROVEMENTS:  
ENVIRONMENTAL STATEMENT NON-  
TECHNICAL SUMMARY**  
*Vale of Glamorgan Council*

## 1. Introduction

This document is a Non-Technical Summary (NTS) of the information provided in the Environmental Statement (ES) for the proposed Five Mile Lane Improvement Scheme (the Scheme). The full ES is available as a separate report.

### ***The Scheme***

The existing A4226 (Five Mile Lane) is a single carriageway road, in a rural location that currently fails to meet appropriate highway standards. In order to improve safety along the road and meet the aim of creating a strategic route to the St Athan and Cardiff Airport Enterprise Zones, there is a need to undertake a number of improvements to upgrade the road so it meets modern highway standards.

The Scheme involves a combination of online improvements to Five Mile Lane and construction of a new road alignment that bypasses the more winding central section of the existing road. The Scheme will make use of the existing and already upgraded highway immediately off the A48 at Sycamore Cross and then go offline at a point about 1.5km south, following a southerly course for about 4km, before re-joining the existing road just north of the River Waycock Bridge, about 1.1km north of the Waycock Cross. Minor intersection upgrade works will also be undertaken at the junction of the A48 and Five Mile Lane at Sycamore Cross.

### ***The Environmental Statement***

The ES (including this NTS) is one of the documents accompanying a planning application made by the Vale of Glamorgan Council (referred to as the applicant) under the Town and Country Planning Act 1990.

As part of the planning application for the Scheme, the applicant is required to undertake an Environmental Impact Assessment (EIA). EIA is the process whereby environmental information is collected and the potential significant environmental effects that are likely to arise from a development are identified and assessed. The findings of the EIA for the Scheme are contained in the ES.

The ES describes the environmental effects of the construction and operation of the Scheme and identifies adverse and beneficial impacts, together with measures (termed 'mitigation') that are proposed to avoid, reduce or offset any significant environmental effects.

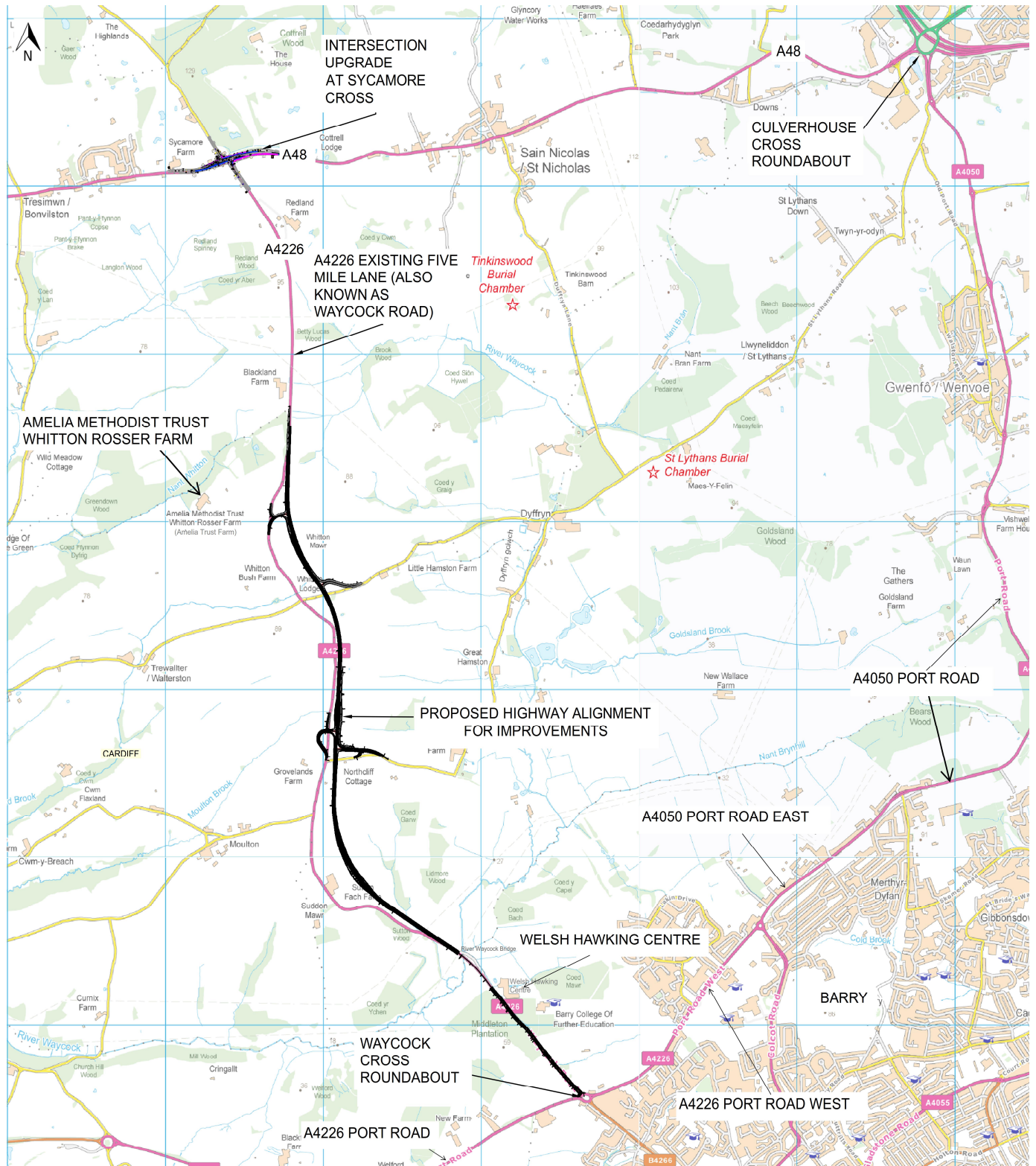
This NTS summarises in non-technical language the main points of the ES and its findings for each of the environmental topics covered. More specifically, this NTS:

- Sets out the need for the Scheme, its principal objectives and benefits;
- Provides an overview of the alternatives that were considered;
- Provides a description of the Scheme and the proposed route;
- Provides an overview of the significant environmental effects that have been identified in the technical sections of the ES; and
- Provides a summary of the proposed mitigation measures to reduce or remedy any significant environmental effects.

## 2. Project Background and Alternatives

### ***Background***

The Local Transport Plan outlines the strategy to support the economic growth and social inclusion



*Location of the Scheme*

within the county by providing an efficient transport network and improved accessibility to services.

The Scheme aims to improve access and journey time reliability to the St Athan and Cardiff Airport Enterprise Zones and reduce congestion along the A4050 Port

Road, A4050 Port Road East and the A4226 Port Road West between Culverhouse Cross and Waycock Cross Roundabout. The proposal also includes provisions to improve access and safety for Non-motorised Users (NMUs) in the form of a combined footway and cycleway comprised of sections of new

path and upgrades to the old road alignment. A more detailed description of these improvement works is provided in Section 3.4 of the ES.

The works will be undertaken by the Vale of Glamorgan Council, with Welsh Government funding. Both organisations are committed to improving access to the St Athan and Cardiff Airport Enterprise Zones in order to encourage economic development and inward investment.

The main benefits of the works can be described as follows:

- Improved strategic access for Heavy Goods Vehicles (HGVs) and development traffic to the St Athan and Cardiff Airport Enterprise Zones;
- Improved safety for cyclists and pedestrians through creation of a safer environment on the new road and a reduction of vehicles travelling on the bypassed road (which will have a lower speed restriction);
- Improved access for regional and local businesses by providing better access to the M4 and distant markets and more reliable journey times for customers and freight;
- Improved reliability and safety for private road users through the straightening and widening of Five Mile Lane;
- Greater resilience on the network by providing a more appropriate alternative route to the Port Road Link;
- Improved safety for highway maintenance activities;
- Improved perceptions of safety of this link for motorised and non-motorised users; and
- Local economic benefits realised through construction of the scheme.

### **Alternatives**

A previous WeITAG Stage One Assessment undertaken in March 2012 identified five similar route alternatives which were considered for the Scheme,

termed the Red, Green, Purple, Blue and Orange routes. Each option was reviewed with consideration of its environmental, social and economic impacts and benefits, which has been summarised below:

- Blue Route – Impacts on noise, air quality and social aspects would be beneficial or moderate beneficial. Impacts on heritage would be moderate adverse due to effects around Whitton Lodge. Impacts on the Transport Planning Objectives and vehicle travellers would be moderate beneficial;
- Purple Route – Similar to the Blue Route but with a moderate beneficial effect on air quality only;
- Red Route – Similar to Purple Route but with no moderate beneficial effects;
- Orange Route – Similar to Blue Route but with a significant beneficial effect on noise and vibration and a neutral effect on air quality; and
- Green Route – Similar to Red Route, but with a significant adverse impact on the water environment.

The initial assessment recommended that the 'Orange Route' and 'Purple Route' be progressed further towards detailed design. These two routes were developed further into a single option (supported by traffic data) that made best use of the existing Five Mile Lane and took the route offline along the more constrained sections between Blackland and Grovelands Farms and at Sutton Fach Farm.

The assessment concluded that a combination of the 'Orange Route' and 'Purple Route' was the best option overall, albeit with a few minor amendments incorporated as a result of subsequent consultations with highway authorities.

### **Preferred Option**

The proposed alignment will go offline at a point about 1.5km from the Sycamore Cross signalised junction and follow a southerly course running parallel with the existing Five Mile Lane, before re-joining the existing Five Mile Lane about 1.1km north of Waycock Cross.

### 3. Project Description

The proposal includes making use of the existing and already upgraded highway immediately off the A48 at Sycamore Cross. The proposal also includes provisions to improve access and safety for non-motorised users in the form of an accommodation overbridge and a combined footway and cycleway comprised of sections of new path along the existing road alignment. These improvements are detailed further in the following subsections.

#### ***Highway improvements***

The route will run from the north of The Amelia Methodist Trust Farm in the north, to Waycock Cross roundabout in the south. It will be 4,850m in length, but 300m of this, just north of the Hawking Centre, will be existing road that will remain unchanged. The proposed alignment will go offline at a point about 1.5km from the Sycamore Cross junction and follow a southerly course running generally parallel with the existing Five Mile Lane. The proposed alignment will re-join Five Mile Lane just north of the existing River Waycock Bridge. There will also be the need to undertake works to improve the drainage for the existing carriageway south of the point where the new alignment re-joins Five Mile Lane.

The proposed alignment will be constructed on a combination of earthworks and 'in cutting'. The route will be a 7.3m wide single carriageway with 1m hardstrips, making the total carriageway 9.3m wide except for the carriageway section approaching Waycock Cross junction, which will be 7.3m wide due to the absence of hardstrips. A 2.5m wide verge would be located on west side of the on-line road widening for a proposed cycleway / footpath. The route will include three junctions; one staggered junction and two T-junctions located about 2km, 3km and 3.5km northward from Waycock Cross respectively. Vehicles will be able to turn in both directions when leaving the junctions. The southbound approach to Waycock

Cross will also be widened to two lanes, being about 60m in length.

The Scheme will allow a 60mph speed limit to be maintained from Sycamore Cross down to the Hawking Centre, upon which it will revert to 40mph for south-bound traffic, and then 30mph on the approach to Waycock Cross.

In order to facilitate access to the farms and properties to the east of the Scheme and to provide a safe crossing for equestrian users, an overbridge will be constructed to the north of Sutton Fach Farm, about 1.9km northward along the alignment from Waycock Cross. Access to plots to the west of the existing Five Mile Lane will be maintained by retaining the existing Five Mile Lane alignment as a side road for access and connective purposes.

The existing road will remain open after the Scheme is completed to provide local access to the various farms along its length and as a safer route option for non-motorised users. The only vehicular access to and from this road will be from the three proposed junctions linking to the new road. All other footpaths and street lighting along the existing Five Mile Lane will remain unchanged.

Minor improvements will also be made to the existing junction between the A48 and Five Mile Lane at Sycamore Cross. These works will be undertaken within the existing highway corridor and will consist of carriageway widening, shifting the existing east-bound bus lane to the north to provide two east-bound lanes through the junction and provision of a dedicated lane for turning left onto Five Mile Lane. The aim of this element of the works is to provide capacity increases for the turning movements at the junction, therefore enabling the benefit of any improvements along Five Mile Lane to be maximised.

#### ***Accommodation Works***

The Scheme will also include construction of an integral single span steel composite accommodation

bridge carrying a farm access road over the proposed route. It will be located immediately north east of Sutton Fach Farm, spanning the proposed road to provide the farm with access to local fields. The bridge will consist of twin steel girders braced together and made composite with a concrete deck slab. The bridge deck will be comprised of a 3.5m carriageway with a 0.5m verge on either side. The bridge abutments will be covered with a local stone façade to ensure the structure is in keeping with the rural environment.

#### ***Improvements for Non-motorised Users***

As part of the Scheme, a cycle path will be included alongside the road alignment north of Waycock Cross and north of the proposed tie-in location to the old carriageway. At its northern end, the proposed new road verge on the west side will be surfaced to provide an unsegregated footway/cycleway link between the existing Five Mile Lane and a proposed cycleway route, which will utilise the existing roadside verge between the Sycamore cross junction and the new cycleway. To the south, a new length of unsegregated footway/cycleway will be provided running adjacent to the west side of the on-line road widening, to link the existing Five Mile Lane to the Waycock Cross roundabout. The intention is to utilise the existing road for pedestrian and cycle access as traffic flows will be significantly reduced. A safety review will be undertaken to identify any works considered necessary to enable safe pedestrian and cycle access.. These will likely include appropriate signage to indicate access for both pedestrians and cyclists.

A new bridleway, that can be used by equestrians and pedestrians, will provide a link across the new road linking the existing Five Mile Lane to the new overbridge.

As the old road will be secondary to the new main road, the number of vehicles will significantly reduce with only local traffic (i.e. to the farms) using the road. Therefore, this will provide much safer and more comfortable conditions for cyclists and pedestrians.

#### ***Drainage***

The Scheme will include drainage improvement works, which will require a series of attenuation ponds on land adjacent to the new alignment. Existing ditches located either side of the length of road subject to an on-line improvement will also require realignment. These will be utilised to drain the improved highway.

#### ***Land take***

The Scheme will be subject to land acquisition through Compulsory Purchase. The land required is predominantly agricultural in nature. At the northern end of the Scheme, woodland will be required to widen the existing carriageway and provide a new adjacent cycleway / footway. Land is also required from the Welsh Hawking Centre, Barry College of Further Education and Northcliffe Cottage.

The land is required to accommodate the new highway, together with side road connections and associated drainage. Land will also be required for the new cycleway and bridleway / footway and for replacement woodland planting, environmental mitigation and landscaping, provision of hedgerows, watercourse realignments, private means of access and areas subject to archaeological investigation.

Consultation with the landowners will continue in respect of land acquisition requirements prior to and during construction of the Scheme.

#### ***Landscape and Biodiversity Design***

A key component of the Scheme will be its landscape and biodiversity design. Landscape mitigation elements will include planting, including broadleaf woodland, native mixed-species hedgerows, individual trees, species-rich and amenity grassland and earthworks.

Where the proposed road will connect with the existing Five Mile Lane, careful consideration of the structures and finishes will ensure that they become integrated into the landscape.

Existing trees, woodland and hedgerows will be retained wherever possible to help mitigate any adverse landscape, visual amenity and ecological impacts. New hedgerows and individual trees will be planted along the edges of the Scheme boundaries to replace any lost to the Scheme and to provide landscape integration, connectivity and visual screening.

Land adjacent to the Scheme will be planted with locally present native woodland species to mitigate for the loss of habitat and provide screening and landscape integration.

### **Construction**

Construction of the Scheme is expected to commence in January 2017 and be completed by January 2018. Phasing of the works will be developed with the Contractor, who will aim to maintain traffic on the existing highway whilst the majority of the works are constructed off-line. However, temporary traffic management measures will be necessary to undertake the works at the tie-ins and during the on-line improvements.

Where possible, works will be undertaken to ensure vegetation clearance is undertaken outside the bird nesting season. Habitat will also be managed to aid in the relocation of reptiles from the site in advance of any main construction works. A scheme of archaeological investigative fieldwork will also be undertaken post-submission / predetermination.

Works will also be managed to minimise the impact on adjacent businesses and co-ordinated to account for any events or highway works planned by Vale of Glamorgan Council.

## **4. Environmental Assessment Topics**

The Environmental Statement (ES) comprises this Non-Technical Summary, Volume 1 (the Main Text of the ES) and Volume 2 (Technical Appendices and Figures). Volume 1 contains details of the proposals

and the likely environmental effects. A summary of the main findings of the ES are set out below.

### **Air Quality**

Current air quality in the vicinity of the Scheme is generally good, although some exceedences of the air quality objective for nitrogen dioxide have been observed at the roadside of routes with high volumes of traffic. There are no Air Quality Management Areas in the vicinity of the Scheme. A Site of Special Scientific Interest (SSSI) lies adjacent to the Scheme, which is split into areas geographically. There is also a Local Nature Reserve to the south of the Scheme. Current nitrogen oxide concentrations at the roadside within the SSSI exceed the air quality objective for the protection of vegetation.

A qualitative assessment of the potential for dust emissions from construction activities was undertaken, and the significance of likely impacts was determined for both human and ecological receptors. The area around the Scheme is not heavily populated and, as such, there is limited potential for dust nuisance or risk to human health as a result of construction activities. However, largely due to the proximity of ecological receptors to the Scheme, there is potential for adverse effects to habitats during the construction phase. A number of standard mitigation measures would be implemented to ensure that good construction practices are followed including the preparation of a Dust Management Plan for the site.

Changes in pollutant concentration at human and ecological receptors during operation of the Scheme relate largely to the redirection of traffic to the improved route introduced by the Scheme and the spatial realignment of this route. It was calculated that pollutant concentrations will increase at human receptors and woodland habitat along the A48 and Five Mile Lane and decrease along the A4050 and Port Road, to the east and south of the Scheme. No exceedences of air quality objectives at human receptors have been predicted. Overall the impact of

the Scheme is negligible on human health. Further information on the effects of changes in air quality resulting from the Scheme on ecological receptors is set out in the Nature Conservation section.

### ***Cultural Heritage***

There are twelve undesignated heritage assets within 250m of the Scheme and five Scheduled Monuments within 1km of the Scheme. The Scheme is also located within a Historic Landscape.

Due to topography and intervening woodland, the five Scheduled Monuments will not be significantly impacted by the Scheme. However, the Scheme is likely to have slight to large adverse impacts upon four known below-ground heritage assets, which include remains associated with the Whitton Lodge Roman villa, a ring ditch and part of an extensive Iron Age/Romano-British settlement. There is high potential for hitherto unknown buried archaeology to be present within areas of new land take, as indicated by significant evidence for prehistoric and Romano-British activity in the immediate vicinity of the Scheme. A programme of fieldwork will be undertaken as part of the Scheme's construction to inform a mitigation strategy for a final stage of more detailed archaeological investigation of significant remains. This mitigation strategy will reduce the adverse effect upon the four below-ground heritage assets to neutral.

It is considered that the Scheme will have a slight to moderate adverse impact upon the setting of three Scheduled Monuments and a moderate adverse impact on the setting of a Historic Landscape during construction. Effects from the new road on the setting of the same assets during the operational phase are expected to be the same but permanent. Mitigation of impacts to cultural heritage will be provided through design and screening.

### ***Landscape***

The Scheme is located to the east of Nant Landcarfan Special Landscape Area (SLA) and to the west of the

Dyffrin Basin & Ridge Slopes SLA. The Barry Woodlands SSSI is located adjacent to the Scheme. There are also a number of Sites of Importance for Nature Conservation (SINC) in the surrounding area and one National Trust property is located about 1.7km east of the Scheme.

The land surrounding the Scheme is used as a mixture of arable and pastoral land. There is dense development in Barry to the south east and dispersed houses and individual farms along the route of the Scheme. The area is interspersed with semi natural mixed and broadleaved woodland and smaller intermittent blocks of broadleaved plantation.

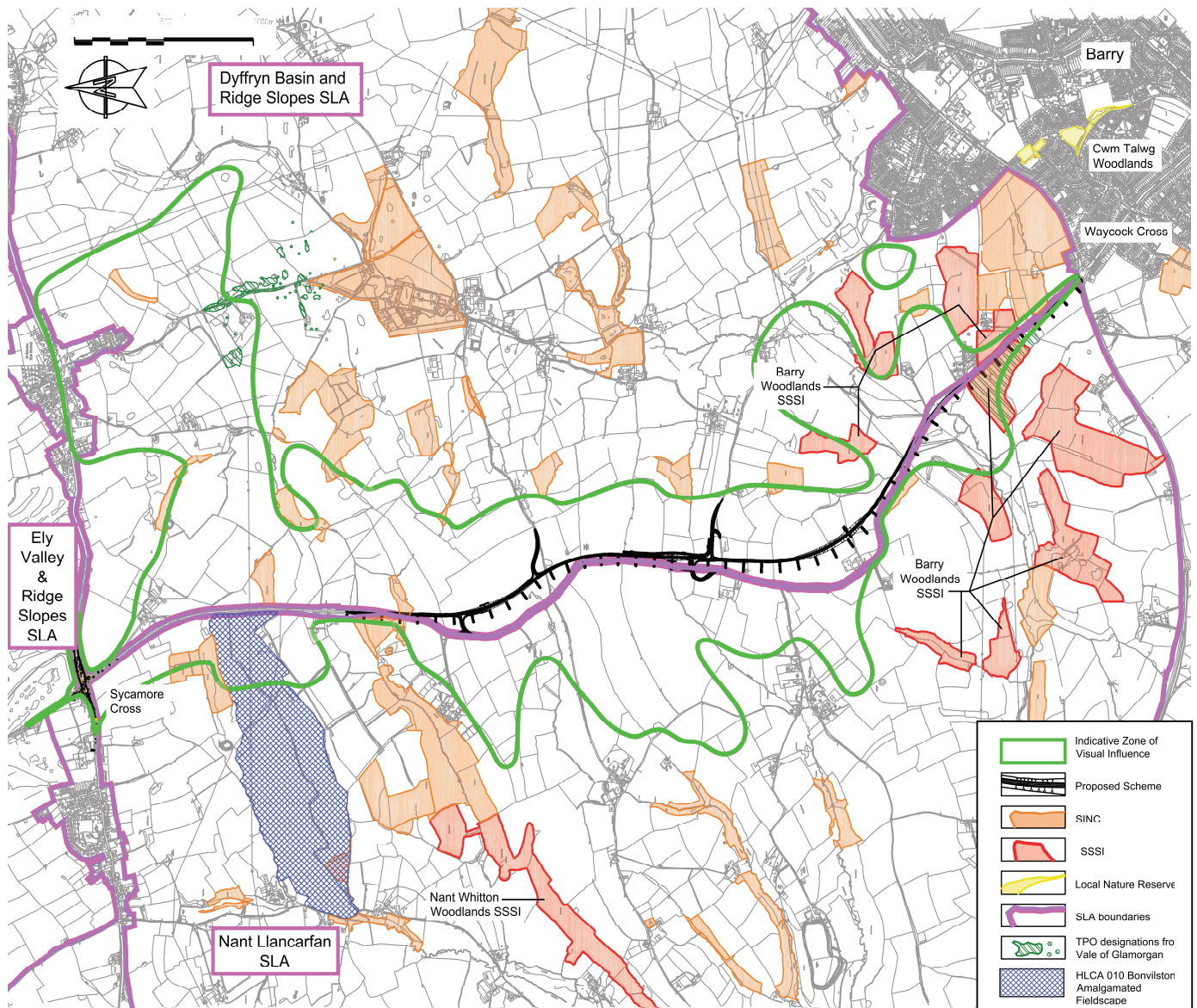
The Scheme would introduce some minor to moderate adverse effects to the landscape of the area, especially along the proposed highway embankments and at the proposed junctions, although these will generally reduce over time. The scale of these impacts is reduced due to the presence of the existing Five Mile Lane, which provides infrastructure through the landscape setting and forms an important component of the historic context of the landscape. In addition, the landform and existing vegetation limit the visual context of the Scheme, thus reducing the overall impact on the landscape character of the area. The proposed hedgerow and woodland planting will help integrate the Scheme into the local landscape.

The Scheme would result in a range of visual impacts, determined by distance, aspect, elevation and intervening topography and vegetation. However, given the local topography, existing woodland cover and the existing Five Mile Lane, the change in views would be limited to the junctions and embankments. With mitigation planting in place there would be very limited impact on the visual amenity of the area.

### ***Nature Conservation***

The assessment has been informed through a suite of desk and field based surveys to inform the baseline conditions of the survey area including:





**Designated Sites**

- An Extended Phase 1 Habitat Survey;
- An amphibian survey (including great crested newts);
- Aquatic invertebrate surveys;
- Bat activity surveys;
- Bat roost inspections / tree climbing inspections;
- A dormouse nest tube survey; and
- A water vole survey.

Ecological receptors have been identified and assigned a geographic value in consideration of their abundance and location. The potential effects on these receptors during construction and operation of the Scheme and their significance have been identified.

Where significant adverse effects have been identified, appropriate mitigation has been prescribed in accordance with the best available guidance and research, where applicable. This has minimised adverse impacts on valued ecological receptors. A limited number of significant adverse effects are predicted to remain. Several beneficial effects have also been predicted.

The most significant impact of the Scheme will be on two of the 14 woodlands, which together comprise the Barry Woodlands SSSI. The Scheme would result in the permanent loss of a 0.264 hectare (ha) strip of vegetation within the ‘Middleton Plantation’ woodland and another 0.167ha within the Barry College Wood,

equating to a total loss of 0.431ha. The operation of the Scheme would also result in air quality impacts to areas of these woodlands that are adjacent to the Scheme.

The Scheme would also result in slight adverse effects on a number of Sites of Importance for Nature Conservation (SINCs) and semi-natural woodlands, scrub, grasslands, hedges and watercourses. These impacts include the loss of 0.12ha of scrub within SINC 222 'Land North-east of Whitton Rosser Farm' and the loss of 0.016ha of broad-leaved woodland within 'SINC 220 Land South of Blackland Farm'.

Slight adverse effects are also expected for a range of other species and habitats, most of which are likely to be of low significance, due to the low populations of species present and the little semi-natural habitat present in the predominantly agricultural area.

Some woodlands in the area (Pencoetre and Cwm Talwyg Woods) are expected to experience beneficial effects during operation of the Scheme. This is due to the improvements in air quality that will be achieved from a decrease in congestion along surrounding roads once the Scheme is constructed.

The loss of 0.431ha of the Barry Woodlands SSSI will be partially mitigated by planting 2.8ha of broad-leaved woodland at Waycock Bridge. This planting will be supplemented with other plantings adjacent to Sutton Wood and Sutton Fach Wood, providing a total additional woodland area of 5ha. It is acknowledged that this will not replace the quality of the SSSI woodland lost in the short term, but longer term may prove to be of value.

Generally the Scheme's adverse impacts are expected to be balanced with time by the slight beneficial effects delivered through habitat creation and air quality improvements.

Post-construction monitoring will be required to ensure that mitigation measures are effective.

### ***Geology and Soils***

An assessment has been made on the potential impacts on geology, geomorphology and soils arising from the construction and operation of the Scheme. This assessment has included consideration of ground instability and potential land contamination issues.

There are no geological SSSIs or Regionally Important Geological Sites located within the study corridor. The Scheme is not located within a groundwater Source Protection Zone.

Previous ground investigations have not identified any contamination or the presence of Made Ground. The Scheme is in a 'safeguarding minerals area', and agricultural soils are classified as Grade 3 (good to moderate quality) to 4 (poor quality). The Scheme is underlain by aquifers capable of supporting water supplies at a local scale and others of low permeability. There are also two primary watercourses traversing the existing road.

The sensitivity of resources and receptors is considered to range from low to high. However following the implementation of a sufficient design to take into account mitigation measures, there are no significant residual impacts predicted on geology, soils or hydrogeology.

### ***Materials***

The construction of the Scheme requires a large amount of raw materials and would generate some waste. The consumption of material resources and the generation of waste would give rise to environmental impacts that would need to be managed and mitigated.

The bulk of the material requirements are for the earthworks. About 81,570m<sup>3</sup> of fill material is needed to build the Scheme with about 50,330m<sup>3</sup> of fill material to be imported from quarry sources and 31,240m<sup>3</sup> to be site won from the excavation of cuttings and re-used within the Scheme.

Other materials such as pre-cast concrete culverts and steel plate girders will be used for the Scheme. Temporary minor impacts are anticipated from the transportation of these materials to site and the associated effects of noise and air pollution on sensitive receptors.

About 62,480m<sup>3</sup> material would be produced by the Scheme from the excavation of cuttings. It is expected that half of this material (31,240m<sup>3</sup>) would be unsuitable for reuse by the Scheme and will go for recycling or disposal offsite. Where possible this material will be used for landscaping on the Scheme. The remaining half of this material (31,240m<sup>3</sup>) will be used as fill on Scheme as described earlier.

Other waste that will go for recycling or disposal offsite will include putrescible and non-putrescible waste, green waste (that is unable to be reused in onsite landscaping) and residual / unused construction products.

Overall, it is considered that the effects of the Scheme in relation to materials and waste will be no more than minor adverse.

**Noise**

A noise and vibration assessment has been undertaken to determine the likely impacts arising from the construction and operation of the Scheme.

A baseline noise survey was conducted between 9th and 10th July 2014 to establish the existing noise

environment surrounding the Scheme.

The residual noise and vibration effects from construction of the Scheme are not considered to be significant. A Construction Environmental Management Plan (CEMP) will be developed and implemented that will help to ensure that construction effects are minimised.

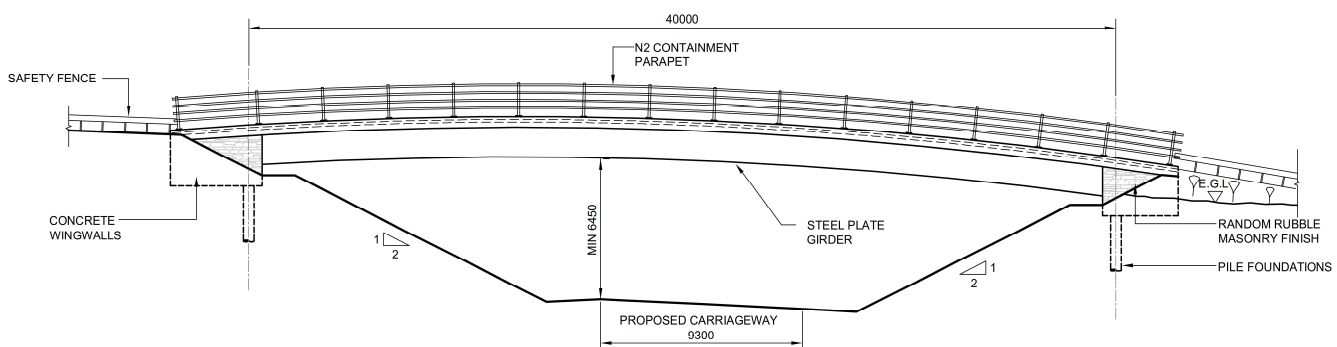
A computer noise model has been prepared to determine the likely noise effects arising from the operation of the Scheme. Eight properties will experience a significant adverse effect during the day-time in the long-term, however the majority of properties assessed will not experience a significant effect.

The scheme design incorporates a low noise road surface on part of the scheme. Further mitigation measures are not required during the operation of the scheme.

**Effects on all Travellers**

During construction, motorised travellers are expected to experience an increase in Driver Stress from existing delays, which will be exacerbated by construction traffic. Whilst this impact will be mitigated through construction management and the implementation of a Construction Traffic Management Plan, it is expected that there will still be a temporary negative impact.

Once operational, the Scheme will deliver improvements for motorised travellers and



*Proposed Accommodation Bridge*

pedestrians, cyclists and equestrians. Motorised travellers are expected to benefit from reduced congestion and delays, and improved safety along the route. Pedestrians, cyclists and equestrians are expected to benefit through the provision of safer segregated cycle paths / footpaths and bridleways, and also from access to the existing Five Mile Lane alignment. These improvements are expected to encourage pedestrians, cyclists and equestrians to travel between neighbouring rural communities.

### **Community and Private Assets**

The Scheme will permanently require about 27.3ha of agricultural land, of which about 3.5ha is considered to be Grade 3a (good quality) land. This will result in a slight adverse effect on agricultural land. This land loss is considered unavoidable given the benefits of the Scheme. The Scheme will also require about 0.6ha of land from private properties including a small area of parking belonging to the Welsh Hawking Centre, part of an access track leading to Barry College of Further Education and part of a field belonging to Northcliffe Cottage. This will result in a slight to moderate adverse effect on private property. No changes are expected on community land or development land.

### **Road Drainage and the Water Environment**

An assessment of the potential impacts associated with construction and operation of the Scheme has been undertaken in relation to the water environment. The assessment identified the potential hydrological effects that the Scheme may have on the surrounding area and assessed the potential implications of any such hydrological effects for the Scheme. Mitigation measures have been proposed, where necessary, to minimise the scale of the impacts identified.

Through the provision of a Sustainable Urban Drainage System, the risk of pollution to groundwater and surface water has been assessed to be, for the most part, negligible during operation of the Scheme.

Mitigation measures implemented during the Scheme's construction will ensure that the risk of pollution to

surface water and groundwater is largely negligible. However, a residual risk remains, especially where construction occurs directly above watercourses or in excavations near the groundwater table. These risks are temporary however and therefore do not pose a long term risk to water quality.

The impact of the Scheme on flood risk on users of the road and third party people and property is negligible therefore not significant.

### **Cumulative Effects**

The following developments (currently within the planning phase) are those which have been considered for cumulative effects with the Scheme:

- A residential development of 120 dwellings located about 160m to the west of the Scheme;
- A 6MW Photo Voltaic (PV) solar farm located about 120m east of the Scheme;
- A 8MW PV solar farm located about 300m west of the Scheme;
- A 7MW PV solar farm located about 50m east of the Scheme; and
- An APV solar farm of unknown capacity, but covering an area of 14 ha, located 400m south-west of the Scheme.

During construction, the Scheme will have a cumulative substantial adverse effect on residents of a small number of dwellings (<10) near the Scheme and a negligible effect on residents of communities neighbouring the Scheme. The Scheme will also have a cumulative minor adverse effect on the experience of travellers, a moderate adverse effect on the riverine environment and a large adverse effect on woodland habitats during construction of the Scheme.

During operation, the Scheme will have a neutral cumulative effect on riverine environments, a minor adverse to moderate adverse effect on the residents of nearby dwellings, and a large adverse effect on woodland habitats. However, it will also have a minor

beneficial cumulative effect on the residents of communities neighbouring the Scheme and a major beneficial effect on the experience of travellers.

### 5. What Happens Next?

The Environmental Statement, of which this non-technical summary forms one part, will be considered by Vale of Glamorgan Council in their consideration of the planning application.

If you wish to look at the application, plans and supporting documents they can be viewed, normally within 24 hours of the planning application being registered, by entering the application number on:

<http://vogonline.planning-register.co.uk/>

Internet access to view the documents is also available at the Council's Customer Service Centre. For location, opening times and accessibility please see below:

Switchboard Telephone Number: 01446 700 111

Email: [contactonevale@valeofglamorgan.gov.uk](mailto:contactonevale@valeofglamorgan.gov.uk)

Address:

*Vale of Glamorgan Council*

*Civic Offices*

*Holton Road*

*Barry*

*CF63 4RU*

If you wish to make comments that you would like the Council to take into account before making a decision on the application, you can use one of the following options:

- Via the website (using the online comment form);
- Via e-mail (at the address above) [contactonevale@valeofglamorgan.gov.uk](mailto:contactonevale@valeofglamorgan.gov.uk); or
- Via post (to the address above).

Hard copies of the ES can be purchase from the above address at a cost of:

- Non-Technical Summary: Free of charge;
- Volume 1: Main Text: £150; and
- Volume 2: Figures & Appendices: £150

Electronic copies of the ES (on CD/DVD) can be purchased from the above address at a cost of £10 or downloaded free of charge via the following website: <http://vogonline.planning-register.co.uk/>.

Further copies of this Non-Technical Summary may be obtained free of charge from the Vale of Glamorgan Council at the address shown above.