



A097705  
20 June 2017

Ian Robinson  
Development Management  
The Vale of Glamorgan Council  
Dock Offices  
Barry Docks  
Barry  
CF63 4RT

Dear Mr Robinson

**Northern Access Road, St Athan  
Planning application P/DC/IR/2017/00564/FUL**

Thank you for informing us that you have received comments on the above planning application from Mr Jeremy Melhuish on behalf of the Ministry of Defence. Mr Melhuish's comments, as recorded in his e-mail to you of 16 June 2017, have been considered and I am authorized to make the following response on behalf of the applicant (the Welsh Minsters).

The Welsh Government continues its commitment to promoting the Aerospace Business Park at St Athan, which is an essential part of the Government's promotion of the Cardiff Airport St Athan Enterprise Zone and of your own Council's economic development strategy as set out in the *Vale of Glamorgan Local Development Plan*. This commitment includes the delivery of the Northern Access Road, the importance of which is fully recognized in the recently-published Inspector's report following the LDP Examination.

As explained in the submitted *Design and Access Statement and Planning Statement*, the segregation of MoD traffic from Aerospace Business Park traffic is considered fundamental to the successful economic development of the ABP. In order to achieve this, the Welsh Government has secured a contractual commitment from the MoD that their right to access through or to travel across the Welsh Ministers' land at North Gate will cease with effect from 31 March 2019. This position is non-negotiable. In light of this, we are surprised by the representations made by Mr Melhuish, in which he infers that this option may remain. This is not correct.

Mr Melhuish's e-mail also appears to be unduly definitive in terms of the announcement made by the Secretary of State for Defence as set out in the *A Better Defence Estate* (November 2016). We believe that the position represented by Mr Melhuish is overstated in that rather than being "earmarked" for expansion, the St Athan site is simply one of several on a list for consideration for accommodating army light infantry battalions, with the RAF footprint at St Athan remaining largely unchanged apart from the relocation away from St Athan of 4 School of Technical Training.





It is correct to say the MoD continue their deliberations over their potential future use of St Athan; these deliberations have been ongoing for a number of years without a formal decision having been taken. It is also correct that the MoD continues discussions with Welsh Government around the use of East and West Camps at St Athan but, in each case, access to the facilities there will be from the existing MoD East Gate and Main Gate respectively. MoD has no legal right and will not be permitted to access the retained MoD site via the North Gate entrance from the NAR.

As to existing military traffic movements, the NAR has been designed to accommodate all road legal vehicles. Moreover, as you will appreciate, existing traffic conditions in the area, including current MoD activity, have been accounted for in the *Transport Assessment* submitted in support of the planning application for the NAR, and modelled accordingly. The scope of that TA was agreed with your Council and, as is normal, existing commitments and definite proposals (such as the Council-approved deposit LDP housing sites) were included in the assessment. In contrast, speculative developments have not been included. In our view, Mr Melhuish's comment that "*potential additional military traffic movements*" (none of which have been specified or quantified) should be accounted for in the design of the NAR is incorrect and inappropriate and, as such, should have no bearing on the determination of the planning application for the NAR.

The impact of additional traffic that may be generated at some future unspecified date by any MoD confirmed proposals for St Athan is a matter for the MoD to consider as and when a planning application(s) for that development(s) is being worked-up and consulted upon. At that time, the impact would need to be assessed against the improved highway network in the Vale area resulting not only from the construction of the NAR but also from the recent highway realignment at Gilestone Old Mill and the programmed highway improvements to Five Mile Lane.

We should be grateful if you would take these comments into account in your consideration of the planning application.

Yours sincerely

For and on behalf of WYG Environment Planning Transport Ltd

A handwritten signature in black ink that reads 'Paul Vining'.

**Paul Vining**

Director

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