



A097705  
12 July 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**

As you know, the planning application is accompanied by a report entitled *Design and Access Statement and Planning Statement (DAS/PS)*, WYG, May 2017. That report was prepared before the publication of the Inspector's report on the examination of the *Vale of Glamorgan Local Development Plan 2011-2026* and before your Council's recent adoption of the LDP. In light of this, may we please ask you to note the following comments:

1. Paragraphs 301-305 of the DAS/PS relate to the former development plan, the *Vale of Glamorgan Unitary Development Plan 1996-2011*. This has now been superseded and is no longer relevant to the determination of this planning application.
2. Paragraphs 310-313 of the DAS/PS relate to the LDP, which has now been adopted as the statutory development plan for the area. Accordingly, the LDP should be given substantial weight and, in line with section 38(6) of the *Planning and Compulsory Purchase Act 2004*, the planning application should be determined in accordance with the plan unless material considerations indicate otherwise.
3. The Northern Access Road is depicted on the LDP Proposals Map and is subject to Policies SP7.2, MG10 and MG16.14. A determination of the application in accordance with the development plan would therefore be for approval.
4. The merits of the NAR were carefully considered by the LDP Inspector and I would draw your attention, in particular, to the following paragraphs of his report (copy extract attached):
  - Paragraph 5.11: *"...Indeed, whilst some representors have questioned the need for the development of the NAR, evidence submitted at the hearings indicated that it would be essential to the effective delivery of the economic aspirations at the northern element of the Enterprise Zone whilst also providing the opportunity for residential*





*development within close proximity to the proposed employment uses."*

- Paragraph 8.11: *"...The success of the proposals [for the Aerospace Business Park] is likely to depend upon the effective delivery of the following: The Northern Access Road; the proposed highway improvements on the B4265; and the new housing developments within the St Athan area."*
  - Paragraph 9.6: *"...Policy SP7.2 and Policy MG16.14 propose a new Northern Access Road (NAR) at the St Athan Enterprise Zone. As set out above, the evidence indicates that this scheme is critical to the successful delivery of the strategic employment objectives..."*
5. As noted in paragraph 315 of the DAS/PS, paragraph 8.5.1 of *Planning Policy Wales Edition 9* states that: *"...For local road schemes the development plan procedures should normally provide the means to examine both the need for and the alignment of the route."* In this case, both the need for the NAR and its route have been the subject of very recent independent examination by the LDP Inspector whose considered conclusions in this matter are summarised above.
  6. Paragraphs 640-645 of the DAS/PS summarise our conclusions in respect of the then adopted and emerging development plans. Paragraphs 644 and 645 deal with the weight to be attached to an emerging LDP. That position is enhanced in favour of the application by your Council's recent adoption of the LDP and, in particular, its status as the plan for the purposes of applying section 38(6) of the Act.
  7. The LDP Written Statement confirms that the NAR is of strategic importance to the "key development opportunity" of the St Athan Aerospace Business Park and this is now endorsed by both the LDP Inspector's report and your Council's adoption of the plan.

I should be grateful if you would take these points into account when considering 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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C2 flood zone although, given the scale of the area, it is clear that the site can be developed without the need for any highly vulnerable development or access points to be located within such areas. Likewise, whilst the evidence indicates that critically endangered plant species may act as a constraint to development, the net developable area has been suitably reduced to take account of those areas that would be affected. Ecological surveys will need to be undertaken at the planning application stage and I am advised that hydraulic modelling assessment and works associated with Dŵr Cymru Welsh Water (DCWW) assets would be necessary. Nevertheless, nothing indicates that such matters are insurmountable with the site forecast for delivery from 2020.

- 5.11. Whilst allocated as two separate allocations, MG2.6<sup>62</sup> and MG2.7<sup>63</sup> are within close proximity and would be collectively capable of delivering some 465 dwellings. The allocations do not currently incorporate an existing defensible boundary to the north, with the northernmost boundary defined by the new ‘Northern Access Road’ (NAR) proposed under Policy MG16.14. The development of the sites would clearly extend the built form into what is currently countryside north of Eglwys Brewis Road. However, the sites are being actively promoted by the WG, providing confidence that they will be delivered within the Plan period. They would also facilitate the delivery of the NAR which would significantly improve access to the ‘Aerospace Business Park’ from the B4265. Indeed, whilst some representors have questioned the need for the development of the NAR, evidence submitted at the hearings indicated that it would be essential to the effective delivery of the economic aspirations at the northern element of the Enterprise Zone whilst also providing the opportunity for residential development within close proximity to the proposed employment uses.
- 5.12. For the purposes of the LDP, both MG2.6 and MG2.7 are classified as part of Llantwit Major given their close physical and functional relationship with the town, including Boverton. Indeed, the new access via the NAR would represent an opportunity to improve sustainable connections to Llantwit Major town centre and the railway station, thereby satisfying the sustainability principles that underpin national policy.
- 5.13. Both MG2.6 and MG2.7 lie partially within the C2 flood zone. However, the Council has confirmed that the site density has been reduced to 20 dwellings per hectare on MG2.6 and 24 dwellings per hectare on MG2.7 in order to allow sufficient flexibility in site design and layout. The Council has also confirmed that the site is capable of being developed at the levels proposed without any highly vulnerable development within the flood risk areas<sup>64</sup>. It has also confirmed that access and egress can be achieved without contravening national policy relating to flood risk. All other constraints could be dealt with through the planning application process. As such, and bearing in mind the contribution these sites would make to the delivery of the Plan’s aims and objectives, I am satisfied that they are soundly based.

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<sup>62</sup> MG2.6: Land adjacent to Froglands Farm, Llantwit Major

<sup>63</sup> MG2.7: Land between the Northern Access Road and Eglwys Brewis Road, Llantwit Major

<sup>64</sup> Council’s Response to Action Point 1 of Hearing Session 4

development of 382ha of strategic employment land (Class B1, B2, and B8) as part of the St. Athan - Cardiff Airport Enterprise Zone, which was designated by WG in 2011. The Enterprise Zone is one of six Enterprise Zones recently designated in Wales and is focused on the aerospace and defence sectors. The delivery of the Enterprise Zone will be guided by a Masterplan for the area, prepared by WG. **MAC55** would update Policy MG10 to clarify the key elements of the Masterplan, thereby embedding such requirements within the statutory development plan. Such changes are recommended.

- 8.8. The land at Cardiff Airport (Policy MG9.2) would be a focus for inward investment and would consolidate the role of the Vale of the Glamorgan within the Capital Region. The site is not allocated to meet local market demand for general industrial or office uses, but rather to accommodate business and employment uses catering specifically for the needs of the aerospace industry and high tech manufacturing. I am advised that there are plans to create an ‘airport city’, taking the form of a business destination for local and international businesses including quality office accommodation, specialist education, training facilities and leisure developments. General B1, B2 and B8 industrial development will therefore not be acceptable on this site.
- 8.9. The development of this strategically important site will be guided by the Masterplan. For the Cardiff Airport Gateway Development Zone, this will include: B1, B2 and B8 uses which related to appropriate manufacturing and research and development industries; the extension of Porthkerry Country Park<sup>146</sup>; the provision of an energy centre; and the provision of sustainable transport infrastructure, including consideration of a route for a potential rail link to Cardiff Airport. The Masterplan would determine the phasing for the allocation. **MAC55** would update the Plan in this respect.
- 8.10. The allocation of the ‘Aerospace Business Park’ (Policy MG9.3) also provides a significant opportunity for economic development of regional importance. This part of the Enterprise Zone comprises the buildings and runway of MOD St. Athan and an existing ‘Aerospace Business Park’. The WG owns the site and is preparing a Masterplan, with 22ha of the site to be retained by the MoD for military purposes.
- 8.11. The site is allocated specifically for aerospace related development that will be expected to meet strategic rather than local needs. The development will include: the refurbishment of the existing 70,000sqm hanger; the erection of new and replacement buildings, airfield operational facilities and structures, to the north and south of the runway; and the development of a business park for aviation support services marketed to civilian aviation companies. The success of the proposals is likely to depend upon the effective delivery of the following: The Northern Access Road<sup>147</sup>; the proposed highway improvements on the B4265<sup>148</sup>; and the new housing developments within the St Athan area<sup>149</sup>.

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<sup>146</sup> Policy MG25: ‘Public Open Space Allocations’ refers

<sup>147</sup> Policy MG16.14

<sup>148</sup> Policy MG16.15

<sup>149</sup> Policy MG2

### *Specific Transport Initiatives*

- 9.5. Policy SP7: '*Transportation*' provides the strategic policy framework for the transport initiatives proposed over the plan period, specifically setting out the key priorities for the delivery of strategic transportation infrastructure. **MAC36** and **MAC37** would update this policy to refer to the Local Transport Plan, whilst also updating factual matters and providing clarity through amendments to the reasoned justification to the policy. Subject to the proposed changes the initiatives are sufficiently clear and identified on the Proposals Map wherever possible. Policy MG16: '*Transport Proposals*', allocates the land necessary to deliver such infrastructure. **MAC61- MAC65** would provide factual updates and improve the clarity of that Policy.
- 9.6. Policy SP7.1 and Policy MG16.13 propose a new Barry Island Link Road which comprises a key element of the Barry Waterfront development proposals. Policy SP7.2 and Policy MG16.14 propose a new Northern Access Road (NAR) at the St. Athan Enterprise Zone. As set out above, the evidence indicates that this scheme is critical to the successful delivery of the strategic employment objectives. Policy SP7.3 and Policy MG16.16 relate to improvements to the A4226 between Weycock Cross Barry and Sycamore Cross A48 ('Five Mile Lane'). At the time of the Hearings, works were expected to commence in 2017. Improvements to the B4265 at Gileston- Old Mill, as proposed by Policy SP7.4 and Policy MG16.15, have been completed.
- 9.7. It is understood that the junction improvements proposed under Policy MG16.17 have now been delivered as part of the development at MG2.29: '*Land at Cross Common Road*'. Similarly, improvements north of the A48 at Bonvilston, as proposed by Policy MG16.18, would be required as part of the development at MG2.37 in Bonvilston. **MAP MAC119** would rectify an error in the submitted version of the Plan by defining the route of MG16.18 on the Proposals Map. The link road between the A48 and Llantwit Major Road in Cowbridge, as proposed by Policy MG16.19, is to be delivered as part of the residential allocation at Darren Farm in Cowbridge<sup>162</sup>.
- 9.8. **MAC36** and **MAC61** would respectively amend Policy SP7.5 and Policy MG16.6 to refer to the '*Modernisation of the Valley Lines*'. These changes better reflect the long standing commitment from WG to improving the rail line. Policy SP7.6/ MG16.1 propose the '*National Cycle Network Route 88*'. **MAC36** would provide clarification that the route illustrated in the Proposals Map is indicative and subject to further detailed feasibility work unless otherwise indicated, whilst the **MAP MAC113- MAP MAC118** would update the Proposals Map accordingly. Such changes are necessary to provide certainty and to avoid planning blight. Policy SP7.7 and Policy MG16.1- 5 would provide various cycle routes that would improve the cycling offer within the area.
- 9.9. Policy SP7.8 and Policy MG16.12 would collectively provide a 'Park and Ride' facility at Cosmeston. A number of representors contend that this proposal would fail to alleviate traffic congestion within the area given that the principal problem relates to travelling patterns to and from Cardiff. Nevertheless, whilst I acknowledge its location to the south of Penarth, it would clearly

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<sup>162</sup> Policy MG2.20