**Planning Application 2017/00564/FUL : Objection from St Athan Community Council.**

Following the recent meeting of St Athan Community Council we wish to make the following observations and objections to the above application.

Our original objections to this proposal date back to the defunct scheme to build the Defence Training College (DTC) and Aerospace Business Park (ABP) in 2008 where we commented that we believed the Northern Access Road (NAR) was an ‘unnecessary, over engineered and extravagant inclusion ‘ in the plan. Although this proposal has been somewhat downgraded in light of the projected number of users, the substitution of a roundabout on the B4265 will necessitate an extensive amount of civil engineering with a requirement to excavate the embankment to get achievable ground levels. The costings of this will be considerable yet alternative routes have been previously suggested which would obviate the need for utilising greenfield resources.

Upgrading the existing Eglwys Brewis road, or at least straightening out the worst corners would have an immediate beneficial effect, and although we understand that the railway bridge at the Boverton end has some limitations, it is no more than can be seen throughout the UK on many structures of this size A simple solution: i.e. a ‘give way to oncoming traffic’ sign.

The anticipated expenditure on this road could be put to better use to improve the access through Llysworny, which would open up a better link to the M4 for the North and West, and serve the wider communities of the Vale and the Llandow employment area, whilst still serving the perceived needs of the ABP.

The preferred route from the East along the B4265 will inevitably mean traffic trying to access the ABP through St Athan village as people have a slavish reliance on sat navs, and although the applicant has tried to mitigate this through restricted road junctions it is hard to see how this will be achieved. Of particular concern is the network of minor roads to the North of the development which will become rat runs as a result of the restrictions in accessing the ABP. With further planning applications coming to fruition as a result of the Vale of Glamorgan Councils adoption of the LDP this is only likely to be exacerbated.

The NAR was originally put forward as part of the defunct DTC with a considerable number of anticipated users. The aspirational ABP has a figure of 3500 employees anticipated by the end period of the now adopted LDP. The current largest projected employer (Aston Martin with 750 employees projected) has publicly stated that they do not require the NAR and it does not feature in their plans. As the Welsh Government has not produced any business plan in support of their claims for the need of this development it is difficult to see where these additional jobs are coming from, and furthermore, any likely development of the site is likely to be light industrial which should not necessitate such a large and intrusive road.

The NAR appears to depend upon the construction of further housing on the land between it and the current Eglwys Brewis Road. This will also put additional strain on the facilities in Llantwit Major, and some of the original development areas identified were considered to be in areas liable to flood. The new NAR scheme seems to consider that it will become part of the flood defences for Llanmaes and Boverton.

This council is of the opinion that the NAR is an unnecessary expenditure of public monies and is not in the public interest.