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Land In Ownership of L&G

Site Boundary

Allocated Porthkerry Park Extension Boundary

B1 (Office)

B1/B8

B2/B8

B8

Existing Road Network

Proposed Spine Road Corridor
(setting of spine road shown in a corridor to allow flexibility for final alignment)

Access Roads

Existing PROW

Existing Cycle Route

Proposed Link to Cycle Route

Proposed Pedestrian Link

Proposed Native Woodland Planting

Existing Tree Belts / Existing hedgerows

Landscape Buffer/Open Space

Combined Ecology and Drainage Corridors

SUDS Attenuation Areas/Swales

Rev	Description	Date	Initial	Checked

MAKING
COMPLEX
EASY

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Client Legal and General
(Strategic Land) Ltd

Project Parc Busnes Porth Cymru

Title Indicative Concept Masterplan

Status
DRAFT

Job Ref
JCD0064

Drawing Number
JCD0064-003

Drawn By
AW/PO

Scale @ A2
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HD/DP

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MAY 2018

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Appendix D EIA Correspondence

Date/Dyddiad: 15 May 2019

Ask for/Gofynwch am: Administration

Telephone/Rhif ffon: (01446) 704656

Your Ref/Eich Cyf:

My Ref/Cyf: P/DC/2019/00254/SC1

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Darren Parker
RPS Consulting Services Ltd.
Park House,
Greyfriars Road,
Cardiff
CF10 3AF

Dear Sir

**Town and Country Planning (Environmental Impact Assessment)
(England and Wales) Regulations 1999 : Part II Screening Paragraph 5
Request for screening opinion
at Land at Model Farm, Port Road, Rhoose**

The Council has considered the details of the proposed scheme as detailed in the information submitted with the request for a screening opinion as to the requirement for an Environmental Impact Assessment received 1 May 2019.

The Local Planning Authority would advise that in their opinion an Environmental Impact Assessment is required for the following reason(s):

1. Having regard to the key issues identified in Schedule 3 of the 2017 Regulations and WO Circular 11/99, the Local Planning Authority is of the view that the characteristics, location and any potential impact of the development as outlined in the supporting documentation are likely to be significant upon the environment for the reasons identified in the screening opinion attached.

Accordingly, there is considered to be a requirement for a formal Environmental Impact Assessment to be submitted under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.

Please note that the Council's Screening Opinion comprises this decision letter and the accompanying Screening Report.

Yours faithfully,

M. J. Goldsworthy

Head of Regeneration and Planning

Darren Parker RPS Consulting Services Ltd., Park House, Greyfriars Road,
Cardiff. CF10 3AF
Darren Parker RPS Consulting Services Ltd., Park House, Greyfriars Road,
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Land at Model Farm, Port Road, Rhoose

Request for screening opinion

SITE AND CONTEXT

The site is located on land at Model Farm, Port Road, Rhoose and presently comprises open agricultural land.

The land forms part of the Cardiff Airport – St Athan Enterprise Zone as identified within the Vale of Glamorgan Local Development Plan (LDP). It forms part of land allocated for employment use under Policies SP2, MG9 & MG10 of the LDP. Policy MG28 also refers to the allocation of the land proposed to form an extension to Porthkerry Park.

There are two listed buildings located to the south of the development parcel, at Upper and Lower Porthkerry Farm and the Porthkerry Viaduct is approx. 700m distance from the site.

The Porthkerry Conservation Area is located approx. 700m south of the site. Archaeological resource has been recorded within the site and there are also ancient scheduled monuments (Bulwarks Camp and Medieval Mill and Mill Leat Cliffwood) some 900m south to the south.

DESCRIPTION OF DEVELOPMENT

The proposal is for the development of the site for a business park. It is to be subject to an outline planning application with all matters reserved except site access.

The site is proposed to be accessed at two points, one at the A4226 roundabout junction with Port Road and another via the Port Road roundabout serving the airport and Express Holiday Inn. The site is then indicatively split into ten development parcels accessed through internal roads. The indicative layout illustrates some existing areas of hedgerow to be retained and a southern landscape buffer.

The development is illustrated in the below framework plan extract:



PLANNING HISTORY

From an examination of our records, the application site/ property has no relevant planning history.

REPORT

The proposed development is for a business park and is located on land that is largely in agricultural use at present. Noting the site area and nature of the development, it is considered to fall within Schedule 2 of the Regulations as an infrastructure project.

Welsh Office Circular 11/99 states that EIA will usually only be needed for Schedule 2 developments in three main types of case: a) for major developments which are of more than local importance; b) for developments which are proposed for particularly environmentally sensitive or vulnerable locations; and c) for developments with unusually complex and potentially hazardous environmental effects. It also states that the number of cases of such development will be a very small proportion of the total number of Schedule 2 developments.

Therefore, in reaching a screening opinion, the Council must have regard Schedule 3 which establishes the following criteria that must be taken into account in determining whether a scheme is likely to have *significant* effects relating to:

Characteristics of development;

- (a) the size of the development;
- (b) the cumulation with other development;
- (c) the use of natural resources;

- (d) the production of waste;
- (e) pollution and nuisances;
- (f) the risk of accidents
- (g) the risk to human health

Indicative thresholds for EIA development are provided at Annex A of the Circular. It states that for industrial estate development, sites are more likely to require EIA if the site area of the new development is more than 20 hectares and particular consideration should be given to the potential increase in traffic, emissions and noise. In addition, the Circular states that for urban development projects, previously undeveloped sites in non-urban areas are more likely to require EIA if the site is more than 5 hectares in size or comprises more than 10,000sq.m of commercial floor space.

The development would occupy a built area of approx. 40 hectares and comprise approx. 159,000sq.m new commercial floor space, in a rural location. The guidance within the Circular would suggest that the development is of a size that is 'more likely' to require EIA as a result.

The proposed development is part of a wider employment land allocation totalling 77.4 hectares of land, proposed to form part of the St Athan – Cardiff Airport Enterprise Zone. There are no outstanding planning applications, approved or committed development on the other parcel of allocated land north of this site. The site at Model Farm could, feasibly, proceed in isolation to the remainder of the allocation and therefore it is appropriate to consider its impacts in isolation of the remainder of the allocated land, in this case.

The site is within a predominantly rural location and comprises undeveloped agricultural land. There is a degree of urbanisation already caused by Cardiff Airport and its infrastructure and the proposed development would add to this significantly. It is considered that the proposed development alone is of a size that is likely to have significant environmental impacts. In this respect the WO Circular, at para. 35, does also advise that in some cases the scale of a development can be sufficient for it to have wide ranging environmental effects that would justify EIA.

In terms of traffic, any planning application would have to be accompanied by a full assessment of impacts within a Transport Assessment (TA) and a Travel Plan. The TA would need to consider the modelled impact of the development, based on the existing circumstances along with projected future development. It is recognised that there may be scope for the TA and Travel Plan to mitigate some of the impacts of the development and promote a modal shift in transport. It is nevertheless anticipated that the size of the development could have significant associated impacts relating to traffic congestion, in particular, and in conjunction with the Airport.

The development would utilise natural resources during its construction and operation, as well as produce non-hazardous waste. These impacts are however typical of new development and are unlikely to be of more than local significance.

There is also likely to be a level of polluting activities during both construction and operation of the site, including noise and traffic emissions. It is considered that there is limited risk of accidents from the development.

Location of development:

- (a) the existing and approved land use;
- (b) the abundance of natural resources in the area;
- (c) the absorption capacity of the natural environment.

The site is not located within a *sensitive* location as defined by the regulations. It is, however, located in a rural coastal location. It is within approx. 500m of part of the Barry Woodlands SSSI and approx. 1km from the Cliff Wood SSSI. The development would not, however, have a direct impact upon these areas.

The site comprises semi-natural broadleaved woodland areas, hedgerows as well as the predominant arable/ pastureland. There are also two small watercourses within the site (Whitelands Brook and Bullhouse Brook). There are also agricultural buildings within the site. The areas surrounding Bullhouse Brook have been identified as a Site of Importance for Nature Conservation. The development is near to a country park which supports habitats such as ancient woodland and saltmarsh and there will be other wildlife and biodiversity of interest within the site.

It is understood that ecological surveys of the site have been undertaken and are on-going. The woodland and hedgerows provide suitable foraging and commuting habitat for bats and the trees and buildings have moderate potential to support roosting bats. The hedgerows have a good potential to support dormice and these have been recorded nearby.

The site is not located within or close to any nationally designated landscapes that would be considered *sensitive* as defined by the EIA regulations. The site is however located on the southern edge of the Nant Llancarfan Special Landscape Area, which is a local designation. The Nant Llancarfan Registered Historic Landscape is also located approx. 2km from the site.

No Public Rights of Way (PRoW) pass directly through the developable area of the site.

The land is predicted to be of moderate to poor agricultural quality.

A part of the site is located on an historic landfill associated with a former quarry site at Model Farm, where the nature and extent of infilling at the site is unknown. It is indicated within the submission documents that a desk based risk assessment has been carried out and that the site is not contaminated.

There are no designated archaeological assets within the bounds of the site and it is noted within the submissions that the recorded resource at the site suggests resource at the site is unlikely to be of more than local significance.

There are Scheduled Ancient Monuments (Bulwarks Camp and Medieval Mill and Mill Leat Cliffwood) some 900m south to the south, which are noted to be *sensitive* sites as defined by the EIA Regulations. It is noted that there the views of the development site from the above monuments are likely screened by dense vegetation, which appears to be the case based on desk assessment. Given the development site has an area of more than 1ha, scheduled monuments within 5km of the development site will also need to be considered and in this regard it is more likely to be visible from the Moulton Roman Site (approx. 1.8km distance) nr. Llancarfan.

The development would be in relatively close proximity to listed buildings and structures, in particular the Upper and Lower Porthkerry Farmhouses, the Porthkerry Viaduct, as well as the Porthkerry Conservation Area. The Porthkerry Viaduct would be particularly sensitive to change within its landscape setting, albeit the development is likely to be screened from typical views. It is, however, likely to be visible from the listed farmhouses and parts of the Conservation Area.

The site is not known to be at risk of flooding or in a Flood Risk Zone.

In relation to transportation, the site is located in relative close proximity to Barry and Rhoose, but at a distance that is likely to discourage travel and commute by foot. The site is served by a cycle and footpath connecting to Rhoose at reasonable, but the only connection to Barry is via the carriageway.

In conclusion, the site is not considered to be in or directly impact upon a *sensitive* location as defined by the EIA Regulations. It may, however, be visible from some sensitive areas.

Characteristics of the potential impact:

- (a) the extent of the impact (geographical area and size of the affected population);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the onset, duration, frequency and reversibility of the impact
- (g) the cumulation of impact
- (h) the possibility of effectively reducing the impact

The nature of the impacts is considered in turn below:

Landscape and visual impact

The site is not located within a designated landscape, as described above, but does lie in close proximity to the Nant Llancarfan SLA, in particular. It is likely that tall, multi-storey development would be visible from some parts of the SLA. This impact would require further consideration and it is understood that a full Landscape and Visual Impact assessment would be carried out.

The development is also likely to be dense and have a significant urbanising impact. The existing site has a rural and open character and this would be unavoidably and permanently altered by the development. It is possible to offer some mitigation through high quality design, layout and landscaping, however it is unlikely to soften the visual impact of the development to a degree where it could be considered insignificant, or even moderate. The development is, as noted above, significant in size and it is considered that the associated landscape impact would also require EIA. While it is noted that the land is allocated within the LDP, this is not considered to weigh significantly against the need for an EIA. The allocation of the land, which accepts the principle of the development, does not infer that there would not/could not be significant impacts.

Traffic and transportation

It is noted that initial transport appraisal work has provided preliminary vehicular trip forecasts as well as initial access and public transport strategies. It is anticipated that the development would be primarily accessed via a larger and remodelled roundabout between the A4226 and Port Road, with a secondary access from an existing stub on the Holiday Express access road.

The operational impact of the development can likely be reduced by mitigation measures; these require further assessment but could include increased public transport provision, active travel measures such as the provision of a cycle and footway connecting to Barry and physical highway improvements to accommodate increased levels of traffic.

The development, despite the potential for mitigation measures, is still likely to result in a significant impacts relating to traffic and transportation that could extend beyond the immediate locality, due to the size of the development. This impact to the wider highway network is considered to require EIA.

Ecology

As noted above, the site is not within an ecologically sensitive area; but has the potential to support protected species. The impact upon protected species and ecology within the site would need to be assessed as part of an ecological appraisal, together with associated surveys. The results of this process would identify the potential and extent of the impact of the development and inform potential mitigation and enhancement measures.

The Council's Ecologist has advised that in their opinion the development is not likely to give rise to *significant* effects on the environment. It was noted that though potential impacts on protected, priority and important habitats and species are possible, these would be identified through targeted surveys to be submitted with a planning application. It is therefore considered that the impact of the development in relation to ecology can, in likelihood, be mitigated.

Pollution and ground conditions

It is also noted that a Ground Conditions Report would be submitted as part of planning submissions. It is considered on this basis that the extent of ground contamination is likely of a local significance and can be adequately assessed and mitigated through the development. The Ground Conditions Report should also assess the extent of potential contamination from farming activities on the site and a ground gas assessment should also be carried out prior to commencement.

The use of the site is likely to involve some noise-generating activities, noting a mix of B1, B2 and B8 uses is proposed. The impact of the development upon local receptors in relation to noise will require further consideration, but are likely to be of more local significance. In addition, some disruption through noise and vibration is possible during construction, but would be temporary, concentrated during daytime and be dependent upon development phasing. It is likely that pollution during construction could be mitigated through development phasing and the adoption of standard preventative and mitigation measures within a Construction and Environmental Management Plan.

The projected operational impact upon air quality would require further consideration and it is recommended that a planning application be supported by an Air Quality Assessment. The impact during construction would also be limited in duration, as noted above, but the operational impact should be quantified. The site is not within an Air Quality Management Area.

In consideration of the development, the site context it is considered that these impacts are likely to be of more local significance and would not warrant EIA.

Drainage and hydrology

The planning application should be supported by an overarching drainage strategy for the site, which would identify how foul and surface water from the development would be managed. The development would also be subject to the SAB regulation in this regard. The impact of the development would be permanent, but it is likely that the impacts of the development can be mitigated and reduced to such a degree that it is not *significant* in reference to the EIA Regulations.

Heritage

It is possible that the development would be visible from some of the several Ancient Monument sites that lie within a 5km radius of the site and this impact will require further consideration. The visual impact would be permanent, with limited mitigation by way of screening for the tallest parts of the development from the most wide-ranging views. There would also be some cumulative impact with the other built development that surrounds Cardiff Airport. The views are, nevertheless likely to be distant in nature.

There are several other structures and areas in relative close proximity to the site that, although not *sensitive* as defined by the EIA Regulations, are of significance and could be affected permanently. It would be possible to reduce the likely impact through high quality design, by adopting appropriate scale parameters, layout and landscaping. The listed buildings at Upper and Lower Porthkerry Farmhouse are of particular sensitivity given their proximity to the site.

These listed buildings are examples of traditional rural farmhouses and agricultural buildings. Further assessment of the extent of their setting would be required; however the allocation of land to extend Porthkerry Country Park is likely to ensure that a significant degree of the openness and the rural character to their settings can be retained. This impact clearly requires further consideration, as well as the extent to which the development would be visible from part of the Porthkerry Conservation Area, which is at a distance of some 700m.

It is indicated that a Built Heritage Statement would be submitted as part of a planning application. The statement would address the significance of these historic assets and their settings and the extent of impact from the development, including the potential for mitigation. In view of the aforementioned size, density and overall scale of the development this impact is considered to also require EIA.

REASON FOR RECOMMENDATION

Welsh Office Circular 11/99 states that EIA will usually only be needed for Schedule 2 developments in three main types of case: a) for major developments which are of more than local importance; b) for developments which are proposed for particularly environmentally sensitive or vulnerable locations); and c) for developments with unusually complex and potentially hazardous environmental effects.

In this respect, and taking into account each of the above, it is concluded that there is a requirement for a focussed Environmental Impact Assessment to be submitted under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. This is due to the size and urbanising effect of the development, its visual impact within the landscape of a rural and coastal area, the presence of historically sensitive sites and buildings nearby, and the potential for significant increases in traffic and potential congestion to the highway network beyond the immediate locality.

RECOMMENDATION

An Environmental Impact Assessment is required.

1. Having regard to the key issues identified in Schedule 3 of the 2017 Regulations and WO Circular 11/99, the Local Planning Authority is of the view that the characteristics, location and any potential impact of the development as outlined in the supporting documentation are likely to be significant upon the environment for the reasons identified in the screening opinion attached.

Accordingly, there is considered to be a requirement for a formal Environmental Impact Assessment to be submitted under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.

NOTE:

1. **Please note that the Council's Screening Opinion comprises this decision letter and the accompanying Screening Report.**

Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.

In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).

The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.

Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.

From: [Rowlands, Ceiri](#)
To: [Rhian Lees](#)
Subject: RE: Model Farm - cumulative assessment
Date: 21 May 2019 17:09:49
Attachments: [image002.png](#)
[image003.png](#)

CAUTION: This email originated from outside of RPS.

Hi Rhian,

Yes this is correct.

Regards,

Ceiri Rowlands
Senior Planning Officer / Uwch Swyddog Cynllunio
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
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Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: Rhian Lees [mailto:Rhian.Lees@rpsgroup.com]
Sent: 21 May 2019 16:49
To: Rowlands, Ceiri
Subject: Model Farm - cumulative assessment

Hi Ceiri

Can you just confirm you are not expecting any ES we produce to look at cumulative impact on the basis that there are no other development proposals under consideration in the vicinity of the application site at this time.

Many thanks

Rhian

Rhian Lees
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