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Mr Ceiri Rowlands  
The Vale of Glamorgan Council  
Dock Office, Barry Docks  
Vale of Glamorgan  
CF63 4RT

Reference: Land at Model Farm, Port Road, Rhoose  
Application Ref: 2019/00871/OUT  
Date: 27 November 2019

Dear Mr Rowlands,

In consideration of the above planning application we make the following comments, which we trust are helpful.

LDP Policy MG10 requires the provision of sustainable transport infrastructure and for the Cardiff Airport Development Zone requires “...consideration of a route for a potential rail link to Cardiff Airport across the site to ensure the development does not compromise future proposals to enhance sustainable access proposals to the airport.”

In 2016, Transport for Wales commissioned a review of rail connection options in this area for potential further consideration. The shortlisted options include a rail spur to the airport terminal from the east with a new Cardiff Airport Station. Whilst the shortlisted options have not yet been developed, Transport for Wales is currently undertaking extendibility assessments to determine future phases of the Metro including new rail links, stations, interchanges, addressing bottlenecks and improving service frequency.

Very recently, we have also been working with the Welsh Government and local authorities (including the Vale of Glamorgan Council) to develop an understanding of future transport requirements across the region. This early work has so far identified the Vale of Glamorgan Corridor (Barry – Rhoose – Llantwit Major) as a priority corridor demonstrating significant challenges. These include limited access to employment, healthcare and education

opportunities, social exclusion risk for the older generation, the presence of Enterprise zones, an International Gateway at Cardiff Airport, and at least 10 strategic development sites along the corridor.

We are now engaging with other developers, such as at Plasdwr in North West Cardiff to safeguard corridors of land for potential future Metro links. Given the above, we are of the view that as a minimum, the Outline Planning Application for the Land at Model Farm should safeguard a future rail corridor and station site between the existing line and Cardiff Airport Terminal.

To aid developers in safeguarding appropriate corridors, Transport for Wales is currently preparing a Developer's Guide for publication in 2020 that will clarify expectations in respect of corridor widths, track geometry, clearances, and the position of typical alignments (e.g. parallel highway and cycleways), crossings and operational/ maintenance considerations.

### **Active Travel Connections**

We would like to see the site developed in such a way as to promote greater permeability by active travel modes, including the introduction of a larger number of access points for both pedestrians and cyclists into the estate from Port Road to the North, and sufficient crossing points to facilitate safe and convenient movement across the central spine road.

The spine road corridor and access roads should include provision for active travel through either:

- a) the inclusion of a footway of a width greater than the minimum identified in the Welsh Government's Active Travel Design Standards on one side, and on the other side a shared-use route for pedestrians and cyclists of sufficient width to meet the standards in the design guidance; or
- b) provision of a footway of appropriate width on both sides of the carriageway with provision for cyclists within the carriageway that is separated from general traffic (i.e. by light segregation or a kerbline).

An assessment should be undertaken to understand the condition of the active travel routes (particularly the pedestrian routes) leading from the development to the surrounding area, in line with the audit tools contained within the Active

Travel Act Design Guidance. This should be undertaken to determine whether the routes are suitable for active travel or not, and to help identify whether any enhancements may be required with a contribution from the development.

There is a potential opportunity to provide access between:

- c) existing communities at Rhoose, Rhoose Point and Font-Y-Gary and the development site, to increase local access to employment opportunities;
- d) the development site and Rhoose Cardiff International Airport Rail Station, to extend and integrate active travel connectivity; or
- e) the development site and Porthkerry park, to increase access to green space and improve the wellbeing offer to staff and visitors.

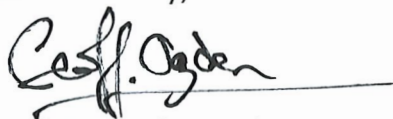
The Indicative Concept Masterplan should recognise the existing active travel route which connects Rhoose railway station to the development site (VALE-RH-C0010 as shown on the Council's Existing Route Map here:

<https://www.valeofglamorgan.gov.uk/Documents/Our%20Council/consultation/Active-Travel/WG-INMs/Rhoose-Cycling-A3-Landscape.pdf>. This presents an opportunity to encourage sustainable transport access to the site and to enhance that route to make it more attractive to users of the business park.

Active travel route VALE-PROP-RH-P020 is planned to run along the frontage of the development on Port Road. We anticipate this route could reasonably be accommodated within the works for the site by setting back the boundary of the development. As a minimum we would expect to see a corridor identified for the development of the route in future together with a financial contribution to its future implementation. We would like to see consideration to upgrading active travel route VALE-INM-RH-C0040 to ensure it exceeds the Welsh Government's Active Travel Design Guidance standards.

We would be pleased to engage with you and/or the applicant to discuss these matters further.

Yours sincerely,



Geoff Ogden (Consultancy and Corporate Services Director)