

Parc Busnes Porth Cymru

Port Road, Rhose



Environmental Statement Addendum

Volume 3: Non Technical Summary

April 2021

1 INTRODUCTION

- 1.1 This Environmental Statement Addendum (ESA) has been prepared on behalf of Legal & General (Strategic Land) Ltd in support of the submitted outline planning application with all matters reserved, apart from access, for the demolition of existing buildings and erection of a 44.75ha Class B1/B2/B8 business park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works on land at Model Farm, Port Road, Rhoose. The application, which was accompanied by an Environment Statement (ES), was submitted to Vale of Glamorgan Council on 1st August 2019. The application was registered by the Council under the reference number 2019/00871/OUT.
- 1.2 The ESA has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.
- 1.3 The purpose of the ESA is to provide an update to the relevant sections of the original July 2019 ES so that the application proposals satisfy the requirements of LDP Policy MG10 for the L&G land to be partly developed and partly transferred for the extension to Porthkerry Country Park. As such, the current red line of the submitted planning application has been extended to encompass the land previously edged blue. The land previously edged blue (shown as Area B) is to form an extension to Porthkerry Country Park prior to the commencement of development of the business park (shown as Area A). There is no operational development proposed within the country park land.
- 1.4 This Addendum should be read alongside the July 2019 ES and associated Figures and Appendices.

2 SITE DESCRIPTION AND DEVELOPMENT PROPOSAL

- 2.1 The site description remains unchanged from the July 2019 ES but in order to reflect the increase in the redline area to incorporate the land to be included within the extension to Porthkerry Country Park, the application boundary of the site has increased from 44.79ha to 93.20ha. There is no operational development proposed within the country park land. The site lies wholly within the Vale of Glamorgan Council's administrative boundary and sits adjacent to Cardiff Airport, 14km south west of Cardiff city centre and 2km east of Barry. The site is bounded to the north by Port Road (A4226), open agricultural land to the east, Porthkerry Country Park to the south and Cardiff Airport and associated infrastructure to the west.
- 2.2 The site is currently in agricultural use, with arable pasture fields being the dominant use. The land is considered to be of moderate to poor agricultural quality, with the majority in Grades 3b and 4.
- 2.3 The field system is enclosed by hedgerows of varying heights and density and is intensively managed through annual cutting. There are a number of buildings on the site including the farm house and agricultural buildings.
- 2.4 The site slopes gently from north to south in its upper reaches, before falling away steeply in the southern portion. This southern part of the site is characterised by more significant areas of mature vegetation, mostly woodland.
- 2.5 There are no water features within the application site, but Bullhouse Brook and Whitehouse Brook fall immediately outside of the application site boundary, and within the ownership of Legal & General.
- 2.6 A Public Right of Way (PRoW) runs along the eastern boundary of the site.
- 2.7 The application site itself does not include any heritage assets, but there are a number within a 1km radius. These comprise nine Grade II listed buildings and structures (including Porthkerry Viaduct), three Grade II* listed buildings, two Conservation Areas and a number of buildings considered worthy of non-designated heritage asset status in the Vale of Glamorgan Council's County Treasures List. Furthermore, there are several Scheduled Ancient Monuments within a 1km radius.
- 2.8 To reflect the inclusion of the land which will form an extension to Porthkerry Country Park, the description of development has been amended to read: *'Hybrid application comprising demolition of existing buildings and erection of 44.75ha Class B1/B2/B8 Business Park, car parking, landscaping, drainage infrastructure, ecological mitigation and ancillary works (all matters reserved aside from access) within Area A and change of use from agricultural land to country park (Use Class D2) within Area B'.*
- 2.9 The proposed primary access will be at the eastern end of the site, via a new arm off the existing Port Road/A4226 junction, with secondary access available from the existing Holiday Inn roundabout at the western end.

3 PLANNING POLICY

- 3.1 In assessing the acceptability of the proposals in planning and environmental terms, consideration has been given to the status and content of the Development Plan and other relevant material planning considerations.
- 3.2 The application site is allocated as part of a 77.4ha site, the Gateway Development Zone, for employment uses under policies SP2, MG9 and MG10 of the adopted Vale of Glamorgan Local Development Plan. The application site is also part of the wider St Athan – Cardiff Airport Enterprise Zone, designated by Welsh Government in 2012.
- 3.3 The allocation and future development of the site is intended to cater for the needs of the aerospace industry and high-tech manufacturing. The policy position is clear that the allocation is not aimed at meeting local market demand for general industrial or office uses.
- 3.1.1 Policy MG28 allocates 42ha of land for the provision of open space and recreational facilities at Porthkerry Country Park. Supporting text to the policy makes it clear that extension will be delivered as part of the first phase of development proposed under Policy MG10.

4 TRANSPORT

- 4.1 Chapter 4 of the July 2019 ES assesses the potential significant environmental effects of the Proposed Development in terms of transport. A comprehensive Transport Assessment has been prepared to inform this assessment and examines in detail the existing transport conditions around the application site including a review of Personal Injury Accidents.
- 4.2 Construction effects: When operational the development proposal is expected to generate approximately 6,400 AADT light vehicle movements and 400 AADT heavy vehicle movements. Vehicle generation during the construction period is expected to be significantly less than the operational vehicle generation and therefore no assessment of the construction impacts has been undertaken.
- 4.3 Operational effects: The development proposal will increase daily travel demand in the area. A number of improvement measures are embedded in the proposal including:
- An improved access including an additional arm on the roundabout on the A4226 with suitable geometry to enable the traffic generated by the development proposal to be accommodated;
 - A second access and spine road enabling public transport penetration;
 - A shared cycleway alongside the spine road providing links to the existing walking and cycling network;
 - Additional pedestrian links enabling access to additional public transport services;
 - Cycle parking;
 - An improvement scheme at Waycock Cross roundabout to reduce delay and its delivery will be discussed with The Vale of Glamorgan Council and 3rd party developers;
 - A Travel Plan to encourage walking, cycling and use of public transport; and
 - A Car Parking Management Plan to limit the availability of parking spaces and prevent overflow onto roads within the application site.
- 4.4 The effect of the development proposal operational flows is predicted not to have any significant effect on the majority of criteria for all links.
- 4.5 The exception to this is that it is predicted that the development proposal will have a moderate significant adverse effect on driver delay on the A4226 between the site access and the Waycock Cross roundabout. The delay has been identified from the operational assessments undertaken and reported in the Transport Assessment of the Waycock Cross roundabout junction.
- 4.6 With an improvement scheme at the Waycock Roundabout the remedial effect is expected to be negligible/slight adverse effect.
- 4.7 It is concluded that the additional travel demand can be accommodated safely and satisfactorily on the local transport network with the above improvement measures incorporated into the proposals.

5 LANDSCAPE AND VISUAL CHARACTER

- 5.1 Chapter 5 of the July 2019 ES presents the results of the Environmental Impact Assessment (EIA) for the potential landscape and visual impacts as the result of the development proposal. This chapter uses the findings of the Landscape and Visual Appraisal prepared in support of the planning application.
- 5.2 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 a portion of the land for an extension to Porthkerry Park.
- 5.3 It is acknowledged that any development will give rise to change in the landscape character of the application site itself and to the views of people overlooking, visiting or walking through the area. The extent of change will influence the judgement on acceptability and will need to be weighed against the benefits delivered by the development proposal.
- 5.4 The application site does not form part of any statutory landscape designations and there are no nationally designated landscapes within the 5km study area. It is situated less than 100m south of the locally designated and non-statutory Nant Llancarfan Special Landscape Area (SLA) at its closest point in the northeast of the application site. Porthkerry Country Park which is locally designated as a Green Wedge in the LDP forms most of the southern boundary of the application site.
- 5.5 Analysis of the LANDMAP Aspect Areas reveal that the application site lies outside the SLA designations. Any potential adverse effects on landscape character within the Nant Llancarfan SLA in the wider landscape to the north east is likely to be very localised due to limited inter-visibility. The primary landscape qualities of the 5 Aspect Areas identified within the Zone of Theoretical Visibility (ZTV) are maintained and respected.
- 5.6 The land use of the application site would change from one of agriculture to one of development for mixed business use, comprising small business units (B1), industrial use (B1), general industrial use (B2), storage (B8), associated access infrastructure and landscape/ecological mitigation.
- 5.7 The development proposal would fit within and respect the existing field boundaries. The layout has been designed to retain the existing green infrastructure and the combination of the retention of the existing woodland, trees and field boundary hedgerows, together with the creation of new areas of woodland, scrub and rough grassland, would result in a longer-term benefit for both the application site and the surrounding landscape, especially along the boundary with the land to be transferred to extend Porthkerry Country Park.
- 5.8 There would be some loss of vegetation to accommodate the north east access along Port Road and the internal spine road, however this loss will be mitigated by the introduction of extensive areas of new native planting along the eastern, southern and western boundaries of the application site.
- 5.9 The proposed development would generally follow the contours of the application site respecting the topography which would remain largely intact except at a local level where remodelling will be required for site access roads, attenuation areas and localised regrading to create level platforms for the buildings. Consequently, the landscape pattern and complexity would not change extensively as a result of the development proposal.
- 5.10 There is very limited inter-visibility with the lower-lying local coastal settlements of Barry and Rhoose as the site benefits from a high level of visual containment created by the surrounding landscape, which arises from a combination of undulating topography and landscape components including established blocks and belts of woodland limiting the effects on visual amenity from the surrounding area.

- 5.11 Cardiff Airport and its associated infrastructure is a dominant built element and a major detractor in the local host landscape. This complex is already visible when looking towards the application site from most of the sixteen representative viewpoints analysed as part of this study.
- 5.12 Of the sixteen representative viewpoints, 1 to 6 are local views which would undergo Substantial or Major effects on visual amenity as a result of the development proposal in Year 1 reducing in impact at Year 10 to Moderate or Minor when the mitigation planting has matured. It should be noted that all of these impacts are localised which is a predicted result of any type of development. Viewpoints 9 to 15 are medium and long range and would undergo Minor or Negligible effects on visual amenity, demonstrating there would be limited impacts on the wider landscape visual context including Nant Llancarfan SLA.
- 5.13 Consequently, there are a very limited number of visual receptors that would undergo the highest effects. These are limited to those in the immediate vicinity of the application site, namely residents living in the private residences associated with Upper and Lower Porthkerry Farm, Welford Farm private residences, walkers using the short section of PRoW P4/17/1 as it crosses the open field to the north east of the application site and road users along short sections of Porthkerry Road and Port Road adjacent to the site boundaries. The proposal would appear as a prominent new element within localised views but not to such an extent that it prevents receptors enjoying wider views to the expansive landscape setting in which the proposal would be seen.
- 5.14 Landscape mitigation measures including extensive woodland, tree and hedge planting are proposed along the eastern, western and southern boundaries in association with the new attenuation areas and will create screening of the proposed development from views in from the south, Porthkerry Road along the western boundary and the existing PRoW P4/17/1 along the eastern boundary.

6 BUILT HERITAGE

- 6.1 This chapter of the July 2019 ES summarises the potential effects of the proposed development on built heritage receptors.
- 6.2 The Built Heritage ES Chapter (Chapter 6) has been prepared to assess the likely impacts arising from the proposed development of the application site on identified built heritage receptors.
- 6.3 The application site predominantly comprises 44.79 ha of agricultural land and woodland set to the immediate east of Cardiff Airport and has historically largely remained as such.
- 6.4 The baseline survey identified a number of built heritage receptors, located within a search area of up to 1 km of the application site that might be affected by the construction and operational phase effects arising out of the development proposal. Several built heritage receptors sit within the vicinity of the site where the proposed development would have caused to harm their significance through change to their setting.
- 6.5 The designated heritage receptors comprise:
- Grade II* Church Farmhouse (HB4)
 - Grade II* Outbuilding north of Church Farmhouse (HB5)
 - Grade II* Church of St Curig (HB6)
 - Grade II Lower Porthkerry Farmhouse (HB1)
 - Grade II Upper Porthkerry Farmhouse (HB2)
 - Porthkerry Conservation Area (HB7)
- 6.6 The non-designated heritage receptors comprise:
- Non-designated heritage asset Upper Porthkerry Farmhouse (HB3)
 - Non-designated built heritage asset former Egerton Grey House Hotel (HB8)
- 6.7 Examination of relevant data sources supplemented by site inspection and field studies have identified that there are no designated or non-designated built heritage receptors situated within the site application site itself.
- 6.8 There will be changes to the settings of the identified built heritage receptors at construction phase and this will give rise to a range of significance of effects from a neutral to minor adverse significance of effect. There will be no significant effects arising from the proposed development at construction phase.
- 6.9 There are no significant effects on built heritage receptors at the operational phase of the proposed development. Specifically, there will be a permanent long-term Minor Adverse significance of effect on Lower and Upper Porthkerry Farmhouses (**HB1 & HB2**) and the Porthkerry Conservation Area (**HB7**). Church Farmhouse and associated Outbuilding (**HB4 & HB5**) will experience a permanent long-term Minor/Neutral Adverse significance of effect. These are not significant in EIA terms. A neutral significance of effect on the former stables associated with Upper Porthkerry Farmhouse (**HB3**), The Church of St Curig (**HB6**) and the Former Egerton Grey House Hotel (**HB8**) is also noted.
- 6.10 No mitigation, in addition to those built-in design measures already accounted for, are identified that would serve to reduce or off-set the low adverse significance of effect of proposed development on the built heritage receptors at Construction or Operational Phases.

- 6.11 In respect of residual effects there will be no change to the significance of effect for all identified built heritage receptors.
- 6.12 The Vale of Glamorgan Council has confirmed it does not consider there are any other development proposals under consideration in the locality which would need to be assessed cumulatively. Notwithstanding this however, the application site is part of the wider 'Gateway Development Zone' allocation under Policy MG10 of the Vale of Glamorgan Local Development Plan 2011-2026 (June 2017) and accordingly consideration should be given to any cumulative effects that may arise from any further development of lands outside of the application site but within this Development Zone.
- 6.13 No details are available in respect of scale, massing and build heights for any development on the additional Development Zone land. However, if development elsewhere in the Zone is built to a height commensurate with that proposed on the application site then, taken together, it is likely that it will result in no change to the significance of effect of the built heritage receptors. However, if build heights exceed that which is proposed on the application site it is likely that this will further compound the urbanising effect of the development proposal on the application site. This may cancel out any built-in design mitigation measures already proposed and thus retaining a permanent long-term neutral/minor adverse significance of effect for built heritage receptors **HB4, HB5 & HB7**.

7 SOCIO ECONOMICS

- 7.1.1 This chapter of the July 2019 provides an assessment of the economic impacts associated with the development proposal.
- 7.1.2 The legislative and policy positions presented in this chapter highlight the need to: achieve sustainable economic growth through the creation of good quality employment opportunities; increase innovation and R&D by encouraging the establishment of sectoral clusters; and ensure Wales and the Vale of Glamorgan are attractive locations to 'do business'. The development proposal provides an opportunity to contribute towards all three of these policy priorities.
- 7.1.3 The existing baseline conditions presented in this chapter indicate some weaknesses in the Vale of Glamorgan economy. These weaknesses include shortfalls in high value employment opportunities, low workplace-based wages, and a low workplace-based GVA per job figure. The development proposal provides an opportunity to address some of the weaknesses present in the Vale of Glamorgan economy.
- 7.1.4 The assessment of significance of effects has determined that the development proposal is likely to have a beneficial effect on economic receptors. In terms of the construction phase, the economic impacts of the development proposal on employment, wages, and GVA are assessed to be of minor significance. In terms of the operational phase, the economic impacts of the development proposal on employment, wages, and GVA are assessed to be of major significance.

Table 7.1 – Summary of potential economic effects

Impact	Value	Magnitude	Significance	Duration
Construction Phase				
Employment (person years)	Low	Medium	Minor beneficial	Long term
Wages	Low	Medium	Minor beneficial	Long term
GVA	Low	Medium	Minor beneficial	Long term
Operational Phase				
FTE employment	High	High	Major beneficial	Long term
Wages	High	High	Major beneficial	Long term
GVA	High	High	Major beneficial	Long term