

Design & Access Statement

Provision of Above and Below Ground Utilities, Associated Infrastructure and Reprofiting of Land at Bro Tathan, St. Athan

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on behalf of Welsh Ministers

July 2023



1. INTRODUCTION

Purpose

This Design and Access Statement (DAS) has been prepared by CarneySweeney on behalf of the Welsh Ministers in support of their full planning application for proposed utility upgrade works at Bro Tathan, St. Athan. The proposal comprises:

“Provision of above and below ground utilities, associated infrastructure, including the relocation of the Aston Martin Lagonda electricity substation, and the reprofiling of land.”

This DAS has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended), Planning Policy Wales (February 2021), Technical Advice Note 12: Design (March 2016) and Welsh Government Guidance on Design and Access Statements in Wales (April 2017).

The guidance indicates that the purpose of a DAS is to illustrate the process that has led to the development proposal and advises that the level of detail required depends on the nature, scale and complexity of the application.

In this regard, the proposed utility upgrade works involve installing utilities in trenches in the ground and then reinstating the trenches as per their original construction. There are no above ground structures other than an electricity substation for the Aston Martin Lagonda (AML) facility, which is an existing structure on site that is simply being relocated to a position closer to the AML facility, proprietary gas tanks and associated compounds and an outflow headwall for the surface water drainage. As such there is no opportunity to influence the ‘design’ of the overall proposal.

2. SITE CONTEXT AND ANALYSIS

Site Location

The Application Site comprises land within the Bro Tathan site. Bro Tathan is strategically located in the heart of the Vale of Glamorgan approximately 8 miles west of Barry, 12 miles south-east of Bridgend, 4 miles west of Cardiff Airport and 14 miles south of Junction 33 of the M4.

Bro Tathan provides around 150,000 sq.m of employment floorspace together with its own fully operational 1.8km runway which is licensed by the Civil Aviation Authority and is home to major occupiers including Aston Martin Lagonda, eCube Solutions and Bristow Helicopters.

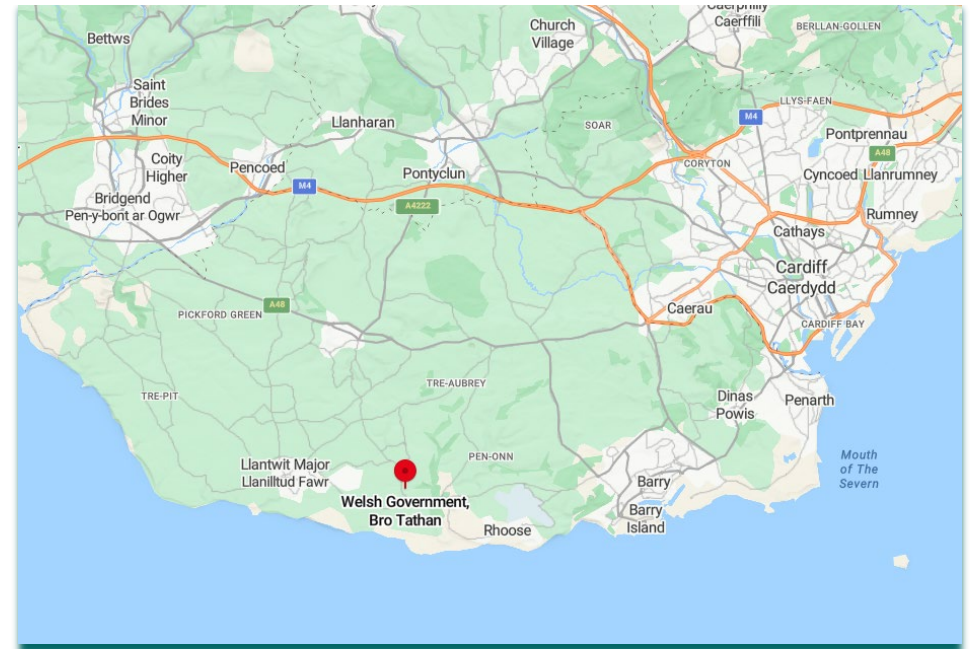


Figure 1: Site Location

Site Description

The site is subdivided into six zones (see Figure 2) as follows:

- **Y Gogledd (North):** formerly known as 'Picketson', this part of the site is located directly adjacent to Y Porth, within an enclave site discrete from the runway with direct vehicular access from Ffordd Bro Tathan. It consists of a series of aircraft hangars and large buildings linked by access roads and areas of green space.



Figure 2: Plan of Bro Tathan showing Different Zones

- **Y Dwyrain (East):** formerly known as 'East Camp' and stretching to 52 hectares this part of the site comprises land north of the runway between the eastern boundary of the AML factory and the overall site boundary to Cowbridge Road in the east with its own independent access and benefitting from access to the runway.
- **Y De (South):** this area of the site is made up of Beggars Pound, the Rotary Zone, and Western Orchard. All areas have access to the fully operational runway. The Rotary Zone is the location of the National Police Air Services and Bristow Group Search and Rescue. Beggars Pound is located in the south eastern extent of Bro Tathan including two large aircraft hangars and associated ancillary buildings.
- **Y Gorllewin (West):** including Keithrow land north of the runway, east of the army-occupied West Camp and including the Aston Martin Lagonda (AML) car manufacturing facility with access to the runway. This area covers the majority of buildings present on site. The buildings include small individual buildings and large workshops / engineering buildings. Stockpiles of surplus materials are present along the eastern extent of this site (Keithrow) from recent development works on the site (Apron One Hangar and Access Road).

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- **Y Porth:** is also referred to as 'Gateway' and forms the central northern area of the site and areas immediately surrounding the northern access point to the site. There is currently no development on this part of the site.
- **Airfield:** The airfield is managed by Cardiff International Airport Limited. There are two runways, one which is active and is 1,765m long trending east-west across the site; and a smaller runway which is approximately 1,000m in length running north-south. The smaller runway is predominantly utilised as a taxiway supporting businesses located at Bro Tathan West and Keithrow. The area immediately surrounding the runway consists of undeveloped grass covered areas.



3. PLANNING POLICY CONTEXT

Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan relevant to the Site comprises Future Wales – the National Plan 2040 (published February 2021) and the Vale of Glamorgan Local Development Plan 2011-2026, which was formally adopted in June 2017. Material considerations include national policy in the form of Planning Policy Wales (PPW). Those policies that are considered to be relevant to the proposed development in the Development Plan and PPW are summarised below.

Future Wales – the National Plan 2040

The National Plan 2040 was published in February 2021 and sets out the national development framework for Wales outlining the direction for development to 2040.



The National Plan sets out the strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of communities. Policy 12 – Regional Connectivity – focuses on connectivity and different modes of transport.

Within the National Plan, the Cardiff Airport and Bro Tathan Enterprise Zone is noted as offering opportunities for investment in the site and surrounding areas. The National Plan goes on to state that “...The Enterprise Zone offers a wide range of development sites and business accommodation, providing opportunities for the development of bespoke facilities or investment in existing accommodation.”

Vale of Glamorgan Local Development Plan

The Vale of Glamorgan Local Development Plan (LDP) 2011-2026 was adopted in 2017, setting out the vision, objectives and policies for the plan period up to 2026.

The Site forms part of the wider St Athan Cardiff Airport Enterprise Zone which is allocated for employment uses under Policy SP2 Strategic Sites and Policy MG9 Managing Growth – See Figure 2 overleaf. Paragraph 5.33 of the LDP states “the sites identified in Policy SP2 (Strategic Sites) are those that are considered to be major elements contributing to the implementation of the LDP Strategy as set out in the Plan i.e. the promotion of development and regeneration opportunities within the specific areas identified within the strategy.”

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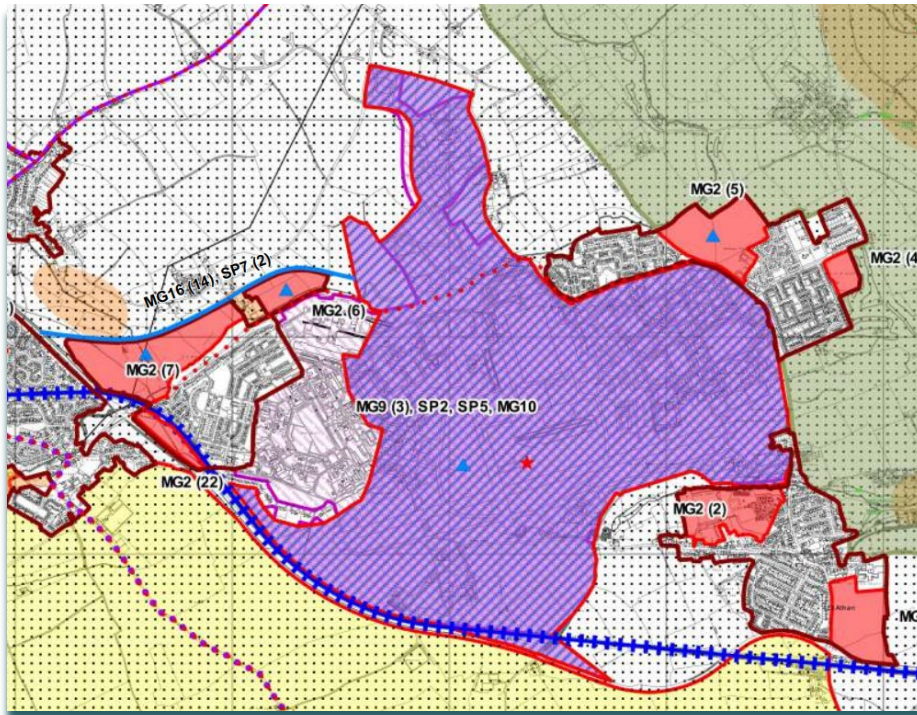


Figure 2: Extract from LDP Proposals Map

Policy MG10 sets out the policy criteria for the Cardiff Airport and St Athan Enterprise Zone allocation, stating that:

“Land is allocated adjacent to Cardiff Airport and Port Road, Rhoose (77 ha) and at the aerospace business park St Athan (305ha) for the development of 382 hectares of strategic

employment land (class B1, B2 and B8) forming part of the St Athan – Cardiff Airport Enterprise Zone. The development of the enterprise zone will be guided by a masterplan to include the following elements...

- *A business park for aviation support services at Picketston (11.79 ha);*
- *An aerospace business park north and south of the runway at St Athan;*
- *Provision of sustainable transport infrastructure;...*”

Policy SP10 (Built and Natural Environment) outlines that development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan including inter alia, important archaeological and geological features (Part 6 of Policy SP10).

Policy MD2 deals with the design of new development, setting out specific criteria for assessing design matters, including providing a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users; and having no unacceptable impact on highway safety nor causing or exacerbating existing traffic congestion to an unacceptable degree. Due to the nature of the proposed development, the criteria within Policy MD2 are not wholly relevant however the proposed development does not conflict with the provisions of Policy MD2 in that the external appearance of the proposed substation building would be appropriate to the surrounding airport infrastructure context.

Policy MD7 Environmental Protection requires development proposals to demonstrate that they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment. The provision of new and upgraded above and below ground utilities and associated infrastructure is not considered to present any issues in this regard.

Policy MD8 Historic Environment, requires development proposals to protect the qualities of the built and historic environment of the Vale of Glamorgan, which includes sites of archaeological interest. For such sites, the policy requires development proposals to preserve or enhance archaeological remains and where appropriate, their settings.

Planning Policy Wales

PPW notes at paragraph 5.3.18 that “Planning authorities should recognise the strategic and local importance of airports and their potential as centres of economic activity.” PPW goes on to note at Paragraph 5.4.4 that “Wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration. Sites identified for employment use in a development plan should be protected from inappropriate development.”

3. APPLICATION PROPOSALS

Use

This utility project has been prepared to support the Welsh Government in the development of Bro Tathan. Bro Tathan is embarking on the next phase in its exciting evolution to create a groundbreaking destination for business offering a range of development and occupational opportunities.

In order to achieve this future development but also continue utility provisions to the existing premises, the site is required to undertake a number of utility upgrades. This will result in improving efficiency of services through installing a new electricity and water network to transition from private networks to statutory authority adopted networks. The proposed works also include establishing a site wide ducting network improving connectivity to the site and the surrounding area which will future proof the site whilst also minimising future disturbance.

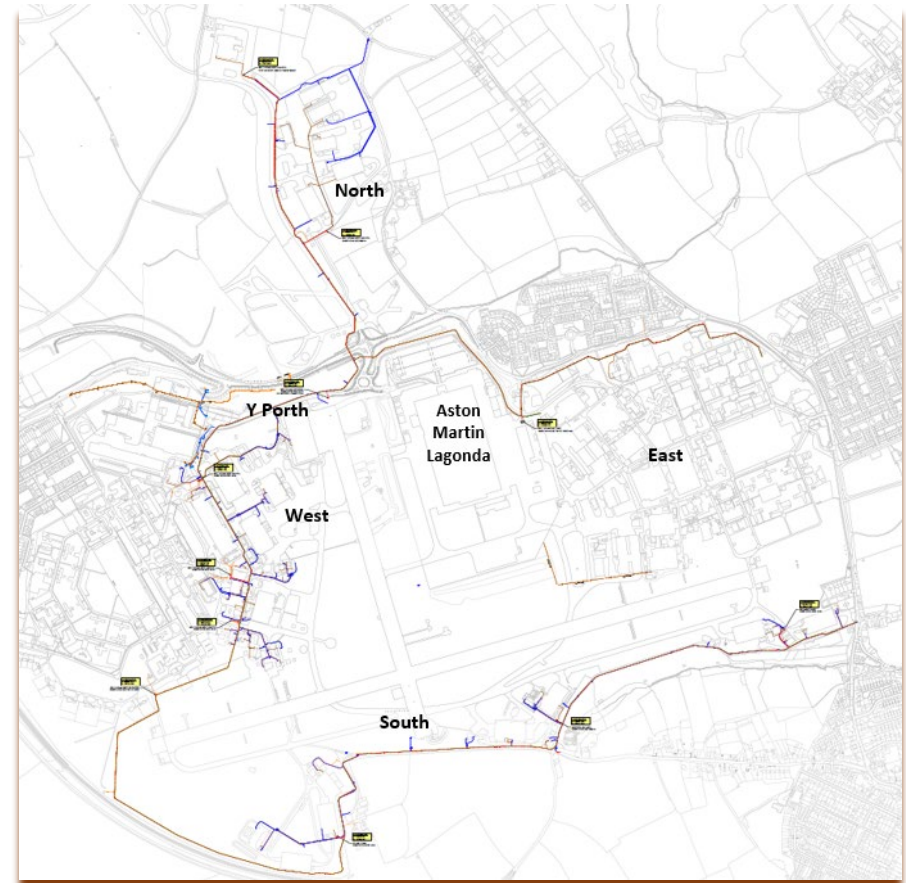


Figure 3: Route of Proposed Utility Works

Character

Amount, Scale and Appearance

The proposed route of the utility works can be seen in Figure 3 above.

The utility works comprise approximately 20km of trenching around the Bro Tathan site to install and/or replace the following utilities and services:

Electricity:

- installing a new site wide electricity network
- the relocation of the Aston Martin Lagonda 11kV electricity substation

Water:

- installing a new site wide water network
- connections from the site wide water network to each building premises
- installation of 3no water tanks for firefighting purposes

Gas:

- installation of 6no LPG tanks and associated pipework to provide a local gas network to the buildings utilising gas on the site

Drainage:

- carrying out surface water diversions to an outfall position within the Boverton Brook

- carrying out foul water diversion to a DCWW manhole located on Eglyws Brewis Road
- installation of a new pumping main to replace ageing infrastructure crossing the New Northern Access Road
- carrying out a foul water diversion to Aston Martin Lagonda's foul network to the South East of their premises.

Ducting:

- installation of Openreach ducts and associated duct chambers to the site's shared utility trenches
- installation of Ogi ducts and associated trenches to the site's shared utility trenches
- installation of spare ducts and associated duct chambers to the site's shared utility trenches

Sustainable Material Reuse:

- reuse of material generated from trench work and existing site stockpiles within the Y Porth area of the site.

Access & Movement

The site is located on land north and south of the Ffordd Bro Tathan.

Ffordd Bro Tathan is a two-way single carriageway road approximately 3.4km in length, linking the B4265 in the west with Bro Tathan and Eglwys- Brewis Road and village to the east. The main purpose of the road was to provide a good quality vehicular link between the B4265 and the significant developments planned in and around Bro Tathan, including the Aston Martin Lagonda facility.

Landscaping

As most of the grassland areas that will be affected by the installation of the utilities trenches are relatively species-poor, a suitable native wildflower seed mix will be sown on the disturbed ground following the backfilling of the trenches in certain areas of the site.

An appropriate mix would be Emorsgate Standard General Wildflowers (EM2F) which is made up of species largely present in the local area. Adding yellow rattle seeds will help to suppress grass growth and allow wildflowers to thrive.

The grasslands around the Bro Tathan West buildings are already relatively species rich and so wildflower seed will not be added to these areas. No wildflower seed will be added to the grasslands on or adjacent to the airfield, to avoid attracting wildlife that may increase the risk of bird-strike.

Community Safety

The application site is located on private land and is only to be accessed by authorised personnel. The overall site at Bro Tathan benefits from security arrangements such that the site itself is secure from theft and that unauthorised persons do not enter the site.

The access provisions for authorised personnel allow safe movement throughout. All staff on site are suitably trained and aware of their health and safety responsibilities.

Sustainability

At Bro Tathan, Welsh Government works closely with occupiers, investors and developers to form an integrated, targeted approach to sustainability with social, environmental and economic goals. At a national level, Welsh Government are dedicated to achieving a Low Carbon Wales that puts the welfare of people, the health of the economy, and the protection and enhancement of the natural environment front and centre. Sustainability is a key priority for Bro Tathan. Long-term targets and enabling mechanisms such as skills development and planning arrangements will be put in place to drive sustainability, minimise Bro Tathan's carbon footprint and ultimately provide a better place to live and work.