

King, Vicky

From: Perry, Ian AN (CIlr)
Sent: 17 October 2022 15:04
To: Robinson, Ian
Cc: Planning
Subject: Land at Model Farm, Port Road, Rhoose

I have a couple of concerns with the Final Report in relation to: Land at Model Farm, Port Road, Rhoose

The report states:

“...land in locations such as Barry docklands, Llandow, and those further afield are unlikely to be suitable for businesses in the aviation industry or those reliant on international connectivity, for example. It is employment opportunities arising from these sorts of sectors which the designation of the Enterprise Zone seeks to exploit.”

This statement seems subjective – to be an opinion. Aerospace companies are operating successfully away from airports in Wales. For example:

- GE Aviation Wales (jet engines) – Nantgarw
- Nordam Europe – Blackwood
- Aerfin – Caerphilly
- STG Aerospace – Cwmbran
- British Airways Avionics Engineering – Pontyclun
- Safran Seats – Cwmbran
- Aermach – Newport
- BAE Systems – Usk
- Drone Tech Aerospace – Ffordd Pengam, Cardiff

Opinions must be clearly identified as opinion, and the source of opinions must be made clear in a Final Report on planning matters. As written, the statement does not appear to be supported by facts – and companies compete successfully internationally, without need of an airport adjacent to offices or warehouse to provide connectivity.

A further claim in the report is questionable:

“The proposed development therefore brings with it the potential for creation of high quality jobs, such that are in demand in the locality.”

Do we have an excess of people with the skills sought by the aviation industry living in the Vale of Glamorgan?

A 2015 report for the Vale Council by the BE Group talked about the gradual relocation of aerospace businesses to the Vale of Glamorgan. Can you confirm that the intention isn't to stimulate new businesses, but to relocate existing businesses? The report states, “its high profile position on the M4 and large sites mean that it would still be attractive to potential users.” The report mentions accessibility for workers from other parts of South Wales (Rhondda Cynon Taff

specifically). The site is some distance from the M4, and linked via the A4232 and Culverhouse Cross. Is there sufficient spare capacity on these roads and the A470?

Are you able to clarify/correct these matters ahead of the meeting of the Planning Committee?

Best regards,

Ian

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