****

**Vale of Glamorgan**

**(A4226 FIVE MILE LANE HIGHWAY IMPROVEMENTS)**

**Compulsory purchase order 2016**

**and the**

**Vale of Glamorgan Council**

**A4226 (FIVE MILE LANE) CLASSIFIED ROAD**

**SIDE ROADS order 2016**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Proof of evidence**

**of mr IAN ROBINSON**

**(on behalf of the order making authority)**

**\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

national assembly for wales reference: 3155453/3155473

Vale of Glamorgan Council reference: PMU/5ml

**Contents**

1. QUALIFICATIONS AND EXPERIENCE
2. the planning application

**LIST OF APPENDICES**

1. The Planning Committee Report

**1. Qualifications and Experience**

* 1. I am Ian Robinson and I am employed by the Vale of Glamorgan Council (the Council) as a Principal Planner in Development Management, with responsibility for a team of planners and determining planning applications in the Local Planning Authority’s ‘South Area Team’. I am based at the Council’s Docks Offices at the Barry Docks, Barry. I have held this post since 2013 and before that I was employed by the Vale of Glamorgan Council as a Senior Planning Officer, an Enforcement Officer and an Assistant Planning Officer. I have approximately 14 years Local Government experience.
  2. I have an Honours degree in Town and Country Planning, a Masters Degree in Sustainability, Planning and Environmental Policy and I am a Chartered Town Planner. I have been a full Member of the Royal Town Planning Institute since 2013.

1. **THE PLANNING APPLICATION**
   1. On the 15th March 2016, The Council registered the planning application as application 2016/00305/RG3, and the development was described as:

*On line improvements to the existing A4226 between Waycock Cross Roundabout in Barry and the lay-by to the north of the Welsh Hawking Centre and an off line new road provision to the east of the existing A4226 which will reconnect with the existing A4226 just to the south of Blackland Farm*

2.2 I was case officer for this application and was responsible, in summary, for assessing the development, collating consultation responses and representations, liaising with consultees and the applicant, and preparing a report to the Council’s Planning Committee.

2.3 The application was registered in the 15th March and a number of bodies were subsequently consulted including the Council’s Highways and Environmental Health Sections, the Council’s Landscape Architect, the Council’s Ecologist, Natural Resources Wales, Glamorgan Gwent Archaeological Trust and Cadw. In addition, a number of neighbouring properties were consulted directly, site notices were erected in the vicinity of the site and the development has been advertised in the press.

2.4 In particular, the development has been advertised as a departure from the development plan. Policy TRAN 1 of the Vale of Glamorgan Unitary Development Plan (UDP) 1996-2011 makes provision for strategic highways developments, including the ‘Airport Access Road’ and the ‘Barry Waterfront to Cardiff Link’. While this development would improve access to the airport, it is not specifically ‘the Airport Access Road’ referred to in the UDP and, therefore, it is considered this proposed development does not explicitly benefit from Policy TRAN 1 of the UDP. Furthermore, the development does not benefit from any of the provisions set out in ‘Policy ENV 1- Development in the Countryside’, or any other UDP Policy. Consequently, the application was advertised as a departure from the development plan in accordance with the requirements of The Town and Country Planning (Development Management Procedure) (Wales) Order 2012.

2.5 In summary, the main issues considered when assessing the planning application were the visual impact, highway safety, traffic and congestion, sustainable transport/alternative modes provision, economic impacts, environmental impacts, ecology, archaeology and the historic environment, drainage and flood risk, impacts on residential amenity, impact on rural businesses and agricultural land. It was considered, having balanced the relevant material considerations, that there would be highways and economic benefits that would outweigh any harm caused by the development and consequently, the application was recommended for approval to the Council’s Planning Committee. The full report, which sets out the assessment of each of the above issues, is attached as Appendix 1.

2.6 The Council’s Planning Committee approved the application on the 16th December 2016, a copy of the decision notice is attached as Appendix 2.