

White Young Green 21, Park Place, Cardiff., CF1 3DQ  
The Welsh Ministers

**Land at and adjoining the Aerospace Business Park at St. Athan in the Vale of Glamorgan, extending from land adjacent to the B4265 at Boverton in the west to land adjacent to Cowbridge Road, St Athan in the east, and from the B4265 at Batslays in the south to land north of Boverton Brook in the north; together with land adjoining the B4265 near Gileston and land at Waycock Cross, Barry**

Development at and adjoining the Aerospace Business Park, including: the erection of new and replacement buildings, airfield operational facilities and structures; the provision of access roads, hard standings and other infrastructure; security fencing; landscape and ecological works; garage for Rose Cottage; all associated building and engineering works; and related highway improvements

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## **GLOSSARY OF TERMS**

4SofTT	No. 4 School of Technical Training
AAR	Airport Access Road
ABP	Aerospace Business Park
ADMS	Atmospheric Dispersion Modelling System
ALC	Agricultural Land Classification
AM	Assembly Member
AMP	Asset Management Plan
ANIS	Aircraft Noise Index Study
AOD	Above Ordinance Datum
AONB	Area of Outstanding Natural Beauty
AQAP	Air Quality Action Plan
AQMAs	Air Quality Management Areas
AQOs	Air Quality Objectives
AQS	Air Quality Standards
ASA	Amateur Swimming Association
ATC	Air Traffic Control
ATC	Automatic Traffic Count
ATMs	Aircraft Taxiing Manoeuvres
BAP	Biodiversity Action Plan
BFI	Base Flow Index
BGS	British Geological Society
BoCC	Birds of Conservation Concern
BMV	Best and Most Versatile (agricultural land)
BPM	Best Practicable Means
BRE	Buildings Research Establishment
BREEAM	Buildings Research Establishment Environmental Assessment Method
BS	British Standard
BSBI	Botanical Society of the British Isles
CAA	Civil Aviation Authority

CAMS	Catchment Abstraction Management Strategy
CAP	Civil Aviation Policy
CC	Community Council (various)
CCW	Countryside Council for Wales
CEMP	Construction Environmental Management Plan
CES	Community Engagement Statement
CFMP	Catchment Flood Management Plan
CHP	Combined Heat and Power
CIRIA	Construction Industry Research and Information Association
CMS	Construction Method Statement
CO	Carbon Monoxide
CPO	Compulsory Purchase Order
CRoW Act	Countryside and Rights of Way Act
CRTN	Calculation of Road Traffic Noise
cSINCs	candidate Sites of Importance for Nature Conservation
CSH	Code for Sustainable Homes
CSP	Core Strategic Policy (draft LDP)
CTP	Construction Travel Plan
DARA	Defence Aviation Repair Agency
DAS	Design and Access Statement
DCfW	Design Commission for Wales
DCWW	Dwr Cymru Welsh Water
DDA	Disability Discrimination Act (1995) and (2005)
DE	Defence Estates
DEFRA	Department of Environment, Food and Rural Affairs
DETR	Department of the Environment, Transport and the Regions
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
DSG	Defence Support Group
DTC	Defence Technical College
DTR	Defence Training Review
EAIR	Environment Aspect and Impact Register
EAW	Environment Agency Wales
EDR	Environmental Damage Regulations
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EIR	Economic Impact Report
EM	Electromagnetic
EMP	Environmental Management Plan
Enviros	Enviros Consulting (formerly Enviros Aspinwall) consultant to DE
EPA 1990	Environment Protection Act 1990
EPR	Environmental Permitting Regulations
EQS	Environmental Quality Standard (for water)
ERCD	Environmental Research and Consultancy Department
EROM	European Reference Odour Mass
ES	Environmental Statement
EU	European Union
EU-ETS	EU Emission Trading Scheme
EWS	Emergency Water Supply
FCA	Flood Consequence Assessment
FCS	Favourable Conservation Status
FEH	Flood Estimation Handbook
FIT	Fields In Trust (previously National Playing Fields Association)

FM	Facilities Management
FOD	Foreign Object Damage
FST	Final Settlement Tank
FTA	Field Training Area
FTE	Full time equivalent
GCN	Great Crested Newt
GGAT	Glamorgan Gwent Archaeological Trust
GIS	Geographical Information Systems
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GPMG	General Purpose Machine Gun
GPS	Geographical Positioning System
GPU	Ground Power Unit
GQA	General Quality Assessment, for measuring water quality in river
HAP	Habitat Action Plan
HEC-RAS	A one dimensional hydraulic modelling software (River Analysis System) developed by the Hydrologic Engineering Centre
HER	Historic Environment Record
HGV	Heavy Goods Vehicle
HNA	Health Needs Assessment
HVCZ	Highway Verge Conservation Zones
HVE	High Vacuum Extraction
IEEM	Institute of Ecology and Environmental Management
ILE	Institute of Lighting Engineers
INM	Integrated Noise Model
ISO	International Standard Organisation
JSP	Joint Services Publication
LA50/LA10	noise level exceeded for 50% and 10% of the measurement period respectively
LA90 index	represents the noise level exceeded for 90 percent of the measurement period
LAE	is a measure of sound energy
LAeq	the equivalent continuous sound level
LAm <sub>ax</sub>	maximum recorded noise level during the measurement period
LAP	Local Areas for Play
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plan
LDP	Local Development Plan
LEAP	Local Equipped Area for Play
LEAP	Local Environment Action Plan
LGV	Large Goods Vehicles
LHB	Local Health Board
LNAPL	Light Non-Aqueous Phase Liquid
LNR	Local Nature Reserve
LPA	Local Planning Authority
LQA	Land Quality Assessment
LRC	Learning Resource Centre
LTO	Landing and Take-off cycle
LZC	Low and Zero Carbon
MIPPS	Ministerial Interim Planning Policy Statement (various)
MNA	Monitored Natural Attenuation
MOD	Ministry of Defence
MPH	Miles Per Hour
Mppa	Million passengers per annum



MRO	Maintenance, Repair and Overhaul
MT	Mechanical Training (Workshop)
MTHW	Medium Temperature Hot Water
NAAFI	Navy, Army and Air Force Institute
NAR	Northern Access Road
NERC	Natural Environment and Rural Communities
Netcen	National Environmental Technology Centre
NGR	National Grid Reference
NLUD	National Landuse Database
NMoW	National Museum of Wales
NMP	Noise Management Plan
NMVOC	Non methane Volatile organic Compounds
NNR	National Nature Reserve
NO2	Nitrogen Dioxide
NOX	Nitrogen Oxides
NR	Network Rail
NRTF	National Road Traffic Forecast
NSCA	National Society for Clean Air (now know as Environmental Protection UK)
NTS	Non-technical summary
NVQ	National Vocational Qualification
OCU	Odour Control Unit
OFQ	Officers' Families' Quarters
OHMP	Outline Habitat Management Plan
ONS	Office of National Statistics
OS	Ordnance Survey
OUE	European odour unit
PAAB	Potential Artificers Assessment Board
PAH	Polycyclic Aromatic Hydrocarbon
PB	Parsons Brinckerhoff (the Council's appointed transport consultants)
PCO	Pollution Control Officer
PIA	Personal Injury Accident
PM10	Particulate matter with an aerodynamic diameter less than 10 microns
PM2.5	Particulate matter with an aerodynamic diameter less than 2.5 microns
POL	Petrol, oil and lubrication point
PPG	Pollution Prevention Guidance
PPW	Planning Policy Wales (March 2002)
PROW	Public Right of Way
RAF	Royal Air Force
RAF CSSB	RAF Command Support & Scientific Branch
RBMP	River Basin Management Plan
RDB	Red Data Book
REME	Royal Electrical and Mechanical Engineers
RID	Received Incoming Delivery (facilities)
RQO	River Quality Objectives, targets set for river quality by EAW
SACs	Special Areas of Conservation
SAMs	Scheduled Ancient Monuments
SAP	Species Action Plan
SAR	Southern Access Road
SATURN	Simulation and Assignment of Traffic to Urban Road Networks
SEL	Sound Exposure Level

SEWBRcC	South and East Wales Biological Records Centre
SEWTA	South East Wales Transport Alliance
SFA	Services Family Accommodation
SFG	Special Forces Group
SFQ	Servicemen's Families' Quarters
SGV	Soil Guideline Value
SINCS	Sites of Importance for Nature Conservation
SLA	Single Living Accommodation
SLA	Special Landscape Area
SMs	Scheduled Monument
SNL	Single Noise Level
SO2	Sulphur dioxide
SOAs	Strategic Opportunities Areas
SPA	Special Protection Areas
SPG	Supplementary Planning Guidance (various)
SPS	Sewerage Pumping Station
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
SVE	Soil Vapour Extraction
SWMP	Site Waste Management Plan
TA	Transport Assessment
TAN	Technical Advice Note (various)
TEF	Toxic Equivalence Factor
TIS	Transport Implementation Strategy
TMP	Traffic Management Plan
TPH	Total Petroleum Hydrocarbons
TPO	Tree Preservation Order
TRO	Traffic Regulation Order
TTWA	Travel to Work Area
UDP	Vale of Glamorgan Adopted Unitary Development Plan 1996-2011
UKBAP	United Kingdom Biodiversity Action Plan
UKCIP	United Kingdom Climate Change Impact Programme
UWAS	University of Wales Air Squadron
VGS	Volunteer Gliding Squadron
VMH	Valeways Millennium Heritage Trail
VOC	Volatile Organic Compounds
VOG	Vale of Glamorgan Council
WAG	Welsh Assembly Government (applicant for ABP)
WDA	Welsh Development Agency
WFD	Water Framework Directive
WHO	World Health Organisation
WLGA	Welsh Local Government Association
WO	Welsh Office
WRA 1991	Water Resources Act, 1991
WSP	Wales Spatial Plan
WwTW	Wastewater Treatment Works
WYG	formerly White Young Green (Agent for ABP)
ZTV	Zones of Theoretical Visibility
_g m-3	Micrograms per cubic metre

## 1. INTRODUCTION AND CONTEXT

On 16<sup>th</sup> December 2003, the Secretary of State for Transport published the UK Government's White Paper, **The Future of Air Transport**, which proposed the establishment of a number of centres of excellence in civil aircraft engineering and training at airports outside the south-east of England, which would have the following advantages:

- encouraging the growth of this sector, and of the UK's share of an increasing global market;
- increasing competitiveness as a result of lower labour and facilities' costs outside the south-east of England;
- increasing the supply of well-trained engineers and technicians for the industry as a whole (including operations based in the south-east of England);
- encouraging the growth and economic benefits of regional airports; and
- reducing pressures at the busy London airports, so freeing up space for additional passenger and freight facilities.

Chapter 6 of the White Paper dealt specifically with Wales and highlighted as one of the four key issues the:

*"...potential to develop a Centre of Excellence for aircraft maintenance and training based around the existing aerospace cluster in South Wales, which includes a heavy maintenance centre for long-haul aircraft at Cardiff and proposals for a new aerospace park at RAF St Athan."*

Subsequently, in 2005 the Welsh Assembly Government's consultation document 'Wales: A Vibrant Economy' recognised the aerospace sector as being important for economic growth and in April 2008 the Welsh Assembly Government Ministerial Advisory Group on the Economy and Transport identified aerospace as a strategically important sector in Wales.

Given the appreciation of the economic importance of developing the aerospace sector and recognition of the strategic strengths of the St. Athan site, on 12<sup>th</sup> May 2009 the outline planning application was submitted by the Welsh Ministers for an Aerospace Business Park (ABP) on land around the existing operational runway at St Athan, as an aerospace centre of excellence for the maintenance, repair and overhaul of aircraft. This application was submitted alongside the outline application for the Defence Technical College and its associated developments.

The applicant's submitted statement advises that the aims of this project are:

- to achieve the comprehensive redevelopment and regeneration of the site;
- to support the MoD and Metrix/Sodexo in ensuring the delivery of a centre of excellence for military training;
- to support the aerospace and training sectors in Wales and to develop a viable aerospace business park;
- to retain and grow jobs within the sector and to increase engineering skills;
- to retain the airfield as a valued asset;

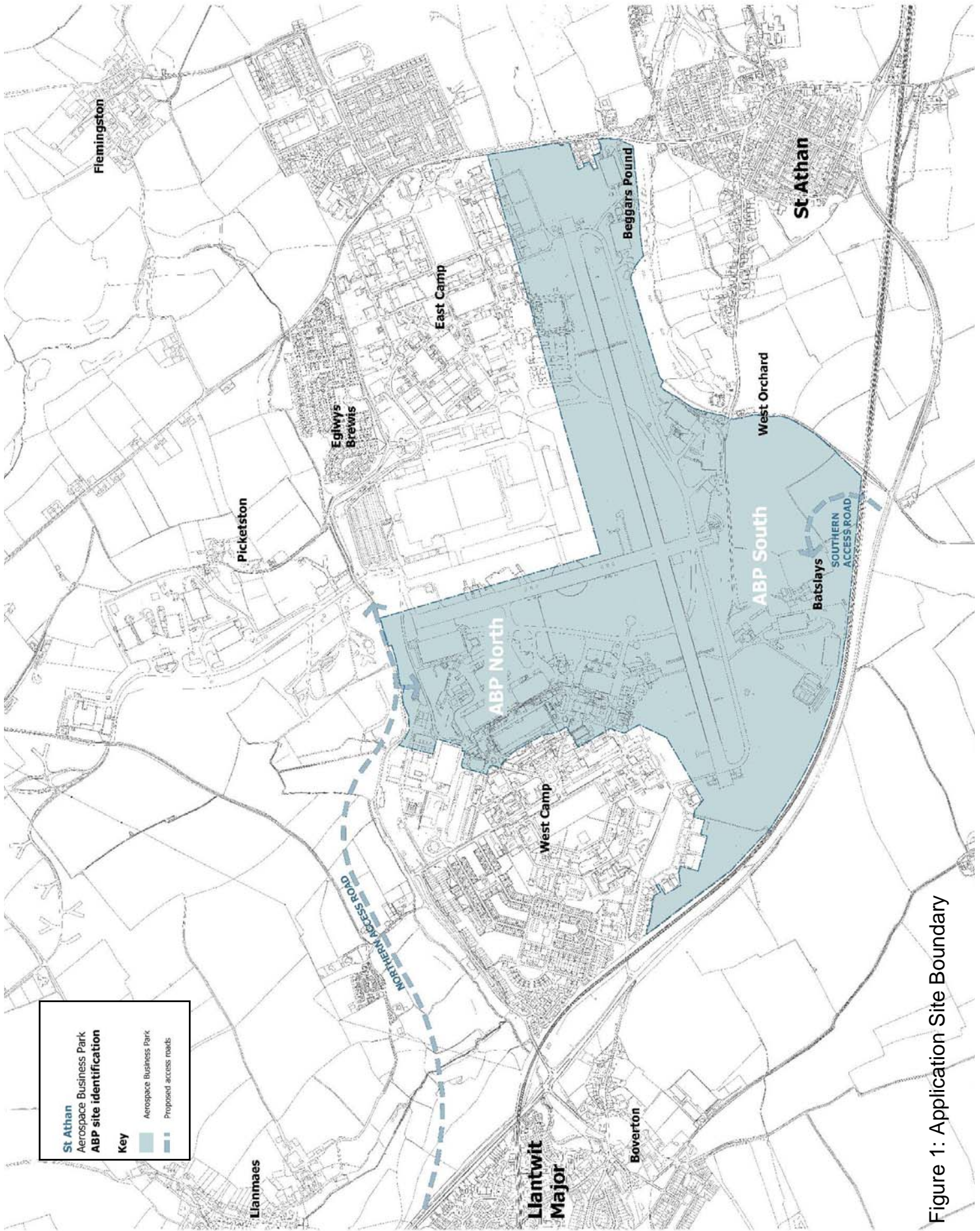


Figure 1: Application Site Boundary

- To provide the new infrastructure necessary to the successful development of defence training and a viable Aerospace Business Park as a centre of excellence.

The proposals for the DTC and the ABP have been formulated in tandem due to the provision of common infrastructure and overlap of certain facilities such as the proposed new Northern Access Road, the existing disused cross-runway and various drainage and utilities infrastructure. However, whilst there will therefore be planning issues common to both schemes, the purpose of this report is to provide an assessment of the development as it relates to the Aerospace Business Park only.

## **2. SITE DESCRIPTION**

The application site comprises land at and adjoining the Aerospace Business Park, extending from land adjacent to the B4265 at Boverton in the west to land adjacent to Cowbridge Road, St Athan in the east, and from the B4265 at Batslays in the south to land north of Boverton Brook in the north; together with land adjoining the B4265 near Gileston and land at Waycock Cross, Barry.

In terms of wider transport links, the site is located approximately 8 miles west of Barry and 12 miles south-east of Bridgend, approximately 4 miles west of Cardiff Airport and approximately 14 miles south of Junction 33 of the M4.

The land surrounding the site to the south and east comprises mainly open countryside which is in agricultural use, and in terms of the nearest settlements, the site lies 0.7km west of St. Athan and approximately 1.5km east of Llantwit Major.

The site as a whole is 166.43 hectares, including the airfield, with the majority of the site comprising land allocated by the Unitary Development Plan as (the former) RAF St Athan base (Policy EMP 10 refers). It is bounded to the west by the army base at West Camp (beyond which lies former military housing) and to the north-east by East Camp, which is currently part of MoD St Athan but will accommodate the proposed DTC. The site is roughly L-shaped in plan, and incorporates an operational runway.

The application site comprises land that is in two principal uses. The majority of the site is previously developed brownfield land within the former military base. This part of the site contains the runway and a large number of hangars and other buildings. These are currently in a variety of uses— military and civil— and some are disused.

This area is broadly dissected east to west by the existing runway, resulting in two distinct development areas. Firstly, the northern area which sits between the existing West Camp and the DARA hangar (and includes the twin peaks building) and secondly the area to the south of the runway around the site of Batslays Farm. A further small grouping of two buildings are proposed at the eastern end of the runway, directly north of St. Athan.

The remainder of the site is mainly agricultural land, in four different locations, as follows:

- Land to the north, which is required for the construction of the Northern Access Road;
- Land to the south, at Batslays, which is required for both the development of the aerospace Business Park and Southern Access Road.
- Land at Gileston to Old Mill, which is required for realignment of the B4265; and
- Land at Waycock Cross, Barry, which is required for highway junction improvement.

### **3. DEVELOPMENT DESCRIPTION**

#### **3.1 The Proposals**

The application proposes:

*Development at and adjoining the Aerospace Business Park, including: the erection of new and replacement buildings, airfield operational facilities and structures; the provision of access roads, hard standings and other infrastructure; security fencing; landscape and ecological works; garage for Rose Cottage; all associated building and engineering works; and related highway improvements.*

The proposal is in Outline, except for the following highways works which are in full (and which are also duplicated by the application for the Defence Technical College): -

- The proposed Northern Access Road to serve both the Aerospace Business Park and the DTC development; and
- The proposed B4265 highway improvement works between Gileston and Old Mill.

Notwithstanding the outline nature of the proposal, the application is supported by an extensive amount of detailed background information on the nature, scale and layout of the proposals **for illustrative purposes only**. This supporting information not only provides an indication of the likely form of the development, but also summarises the assumptions that have been made as the basis for undertaking the various assessments.

The applicants advise that airfields have significant regulatory restrictions that must be taken into account when siting and designing new development, which in this case comprise both military and civil requirements. While the current site operates, effectively, under older regulations, new development needs to meet the requirements of the regulations currently in force, whether military or civil, to safeguard against a future position where MoD, as is its current intention, ceases to regulate the airfield. Accordingly, the applicants advise that all aspects of the master plan have been drawn up taking into account such regulatory requirements.

### 3.2 Phasing of Development

It is intended to develop the ABP in three phases which includes reuse of some existing and the construction of new buildings, up to 2028 (see master plans below).

These would involve the following: -

**Phase 1:** Development would take place up to 2014 and would comprise:

- Construction of Hangar N1 on ABP North and provision of a new on-wing engine running facility at ABP South.
- Replacement of existing compass swing on land at ABP South.
- A replacement fire training facility at ABP South.
- Part of the new road infrastructure within ABP North would be provided.
- The Adour test unit relocated to ABP South.
- Aircraft vehicle parking relocated to ABP South.

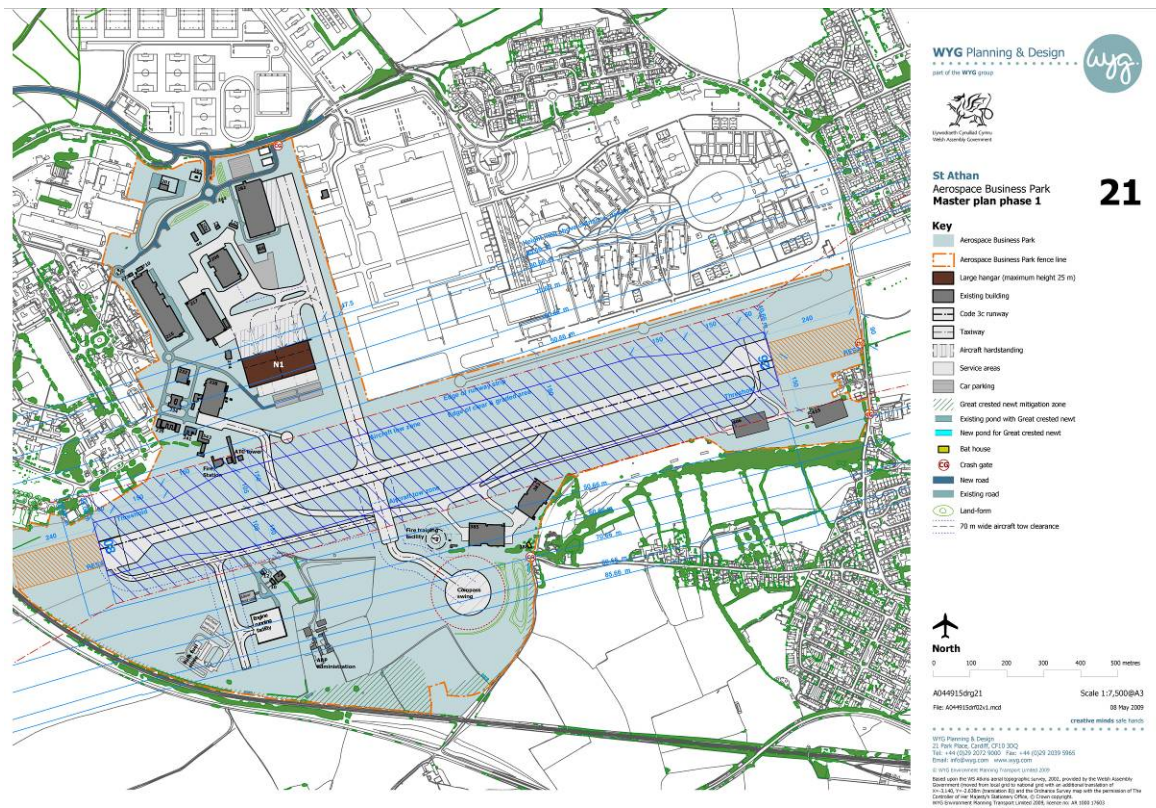


Figure 2: ABP Phase One Masterplan

**Phase 2 :** Development would take place up to 2020 and would comprise:

- Provision of hangar S1 at ABP South
- ABP administration centre at refurbished / extended Batslays Farmhouse
- Construction of SAR
- Hangar N2 constructed in ABP North.

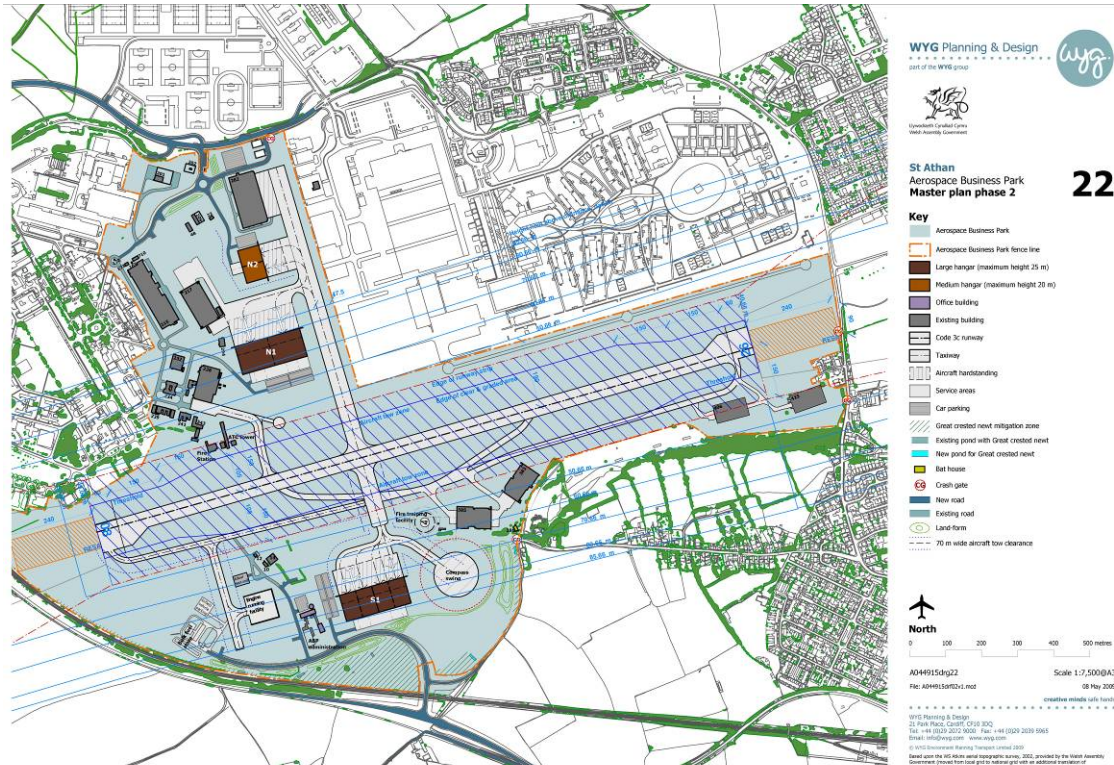


Figure 3: ABP Phase Two Masterplan

**Phase 3:** Development would take place up to 2028 and would comprise:

- Demolition, or reduction in height, of a number of existing buildings to comply with safeguarding requirements (since it is assumed the airfield would have moved to licensing by the CAA)
- A new air traffic control tower and fire station on ABP North.
- The development of ABP North would be completed with the provision of two further hangars N3/N4 and N5, together with small aircraft hangar N6.
- Further development at ABP South, including three small aircraft hangars



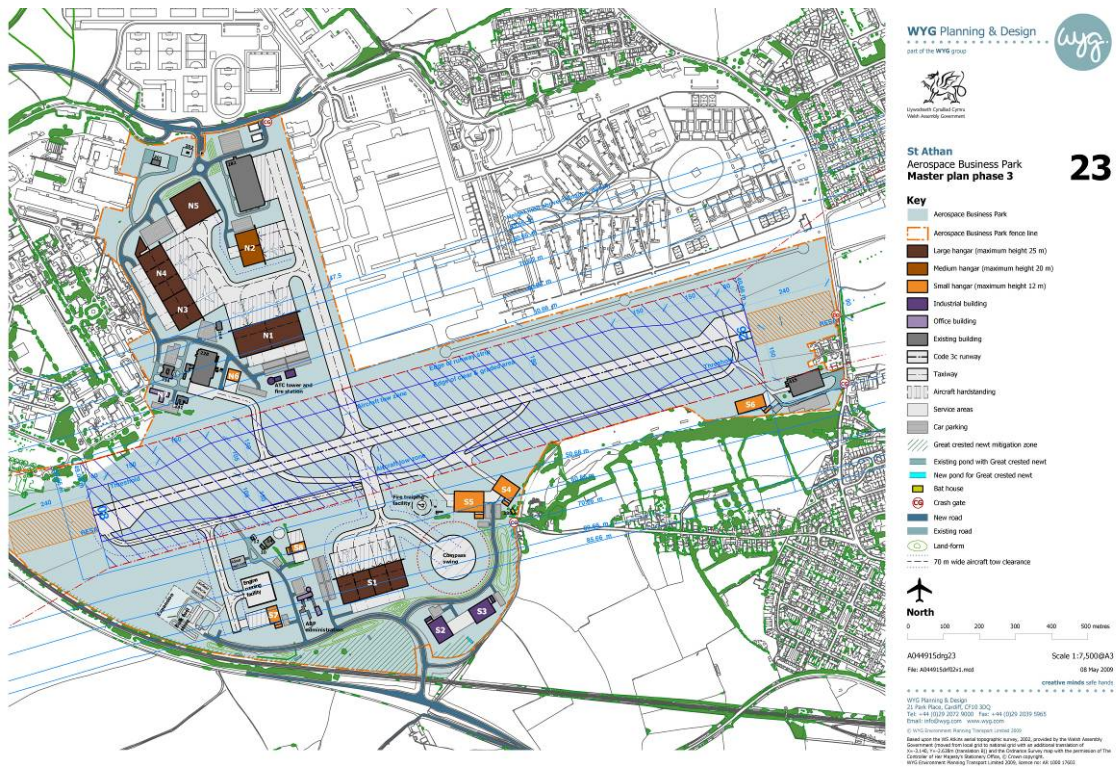


Figure 4: ABP Phase Three Masterplan

### 3.3 Summary of Development as a Whole

The buildings proposed for the ABP development essentially fall into two categories, those with uses that would require access to the runway (generally hangars for Maintenance and Repairs (MRO)); and those that would house activities that would not require runway access (these being standard type industrial/ employment and office buildings, with uses including aircraft design, training, research and development).

The total gross internal floor space that would be provided would be **117,164 sq.m**, broken down as follows: -:

- ABP North: 73,276 sq.m.
- ABP South: 43,888 sq.m.

#### 3.3.1 ABP North

The area known as ABP North comprises an area of 35.15 hectares to the north of the runway, and west of the disused cross-runway, between the proposed DTC to the east and the army-occupied part of West Camp to the west.

The development framework for ABP North takes the form of a courtyard of hangar-type buildings grouped around an area of aircraft aprons and taxiway access onto the disused cross runway, with vehicular access running from an entrance off the Northern Access Road (NAR) into the site and along its western boundary with West Camp.

Based upon a recently updated Demand Studies report, the master plan envisages the provision of the following buildings and anticipated uses: -

### *Existing Buildings*

- **Building 228:** Existing World War II Type C hangar (5,140 m<sup>2</sup>) retained in use by its current occupier, Britten-Norman.
- **Building 234:** Existing industrial building (940 m<sup>2</sup>) retained and used for other off-wing activity.
- **Building 241:** Existing building (510 m<sup>2</sup>) retained for office use.
- **Building 282** ('Twin Peaks'): Existing hangar (10,437 m<sup>2</sup>) retained and used for four lines of base maintenance (modifications).
- **Building 294:** Existing industrial building (314 m<sup>2</sup>) retained for off-wing activity (NDT research).

### *New Buildings*

- **N1:** New hangar (16,368 m<sup>2</sup>), approximate height 25 m and capable of accommodating A330 aircraft, for two lines of military MRO.
- **N2:** New hangar (6,138 m<sup>2</sup>), approximate height 20 m and capable of accommodating B737 aircraft, for two lines of scheduled base maintenance.
- **N3/N4:** New hangar (19,182 m<sup>2</sup>), approximate height 25 m and capable of accommodating B767/B737 aircraft, for five lines of scheduled base maintenance.
- **N5:** New hangar (10,138 m<sup>2</sup>), approximate height 25 m and capable of accommodating A330 aircraft, for one line of paint spray.
- **N6:** New hangar (1,009 m<sup>2</sup>), approximate height 12 m, for one line of general aviation maintenance.
- **N7:** New building (1,600 m<sup>2</sup>), approximate height 8 m, for office use.
- **Air traffic control tower:** Specialist ancillary building (1,000 m<sup>2</sup>). Approximately 8 to 9 metres in height, this would be located to the north-east of the existing location, to the south of the proposed hangar N1.
- **Fire station:** Specialist ancillary building (500 m<sup>2</sup>). A relatively simple structure providing garaging and daily servicing facilities, together with associated administrative, training and support facilities.

### 3.3.2 ABP South

The area known as ABP South comprises an area of 46.84 hectares south of the runway at Batslays, West Orchard and Beggars Pound.

For ABP South, the development framework is similar to ABP North, with the hangar-type buildings and their aprons facing the runway, with vehicular access along their south side from the new Southern Access Road (SAR) off the B4265. Along this, there will be a land-form feature and soft landscape to help mitigate the visual impact of the buildings from the B4265.

Based upon a recently updated Demand Studies report, the master plan envisages the provision of the following buildings and anticipated uses: -

#### *Existing Buildings*

- **Building 14:** Existing hangar (750 m<sup>2</sup>) retained in use by Bond Aviation Services.
- **Building 415:** Existing World War II Type E hangar (4,640 m<sup>2</sup>) at Beggars Pound retained and used for off-wing activity (control surfaces/composites).

#### *New Buildings*

- **S1:** New hangar (15,345 m<sup>2</sup>), approximate height 25 m and capable of accommodating B767/B737 aircraft, for four lines of scheduled base maintenance.
- **S2:** New industrial unit (3,107 m<sup>2</sup>), approximate height 7 m, for aircraft wheel and brake overhaul.
- **S3:** New industrial unit (3,107 m<sup>2</sup>), approximate height 7 m, for aircraft seat overhaul.
- **S4:** New hangar (3,107 m<sup>2</sup>), approximate height 12 m, for one line of general aviation maintenance.
- **S5:** New hangar (5,090 m<sup>2</sup>), approximate height 12 m, for re-housing existing tenant, Lufthansa Resource Technical Training (LRTT).
- **S6:** New hangar (3,187 m<sup>2</sup>), approximate height 10 m, for re-housing existing tenants, University of Wales Air Squadron (UWAS) and Volunteer Gliding School (VGS).
- **S7:** New small hangar/industrial unit (1,655 m<sup>2</sup>), approximate height 12 m, for aircraft recycling.
- **S8:** New hangar (1,270 m<sup>2</sup>), approximate height 12 m, for three lines of rotary wing maintenance.
- **Engine running facility:**  
Specialist ancillary facility to replace one of the existing facilities at ABP North. Such a facility is required as part of MRO operations.

This new facility would comprise an open pen, of a size suitable to accommodate wide body aircraft such as the Airbus A330, with a 10 m high structure around three sides to provide noise attenuation. The facility would be orientated generally into the direction of the prevailing wind.

- **Bulk fuel store:** The existing bulk fuel store is located on the western edge of ABP South and is accessed from the north by the internal road network that crosses the runway. As part of the development, it may be necessary to extend the fuel store to provide additional capacity to service the demands of the various operators. The extension would

be to the north-west of the existing facility and would be subject to detail design and safety considerations. The new SAR would provide direct vehicular access to the fuel store from the B4265 obviating the need for deliveries to cross the runway.

- **Compass swing:** Ancillary facility, required as part of MRO operations, allowing an aircraft's compass to be checked and calibrated. The existing compass swing area (located on the disused cross runway), would be displaced by the DTC development and by the new hangar N1 on ABP North. As a result, a new location is required, which is proposed to the south-east of the southern end of the disused cross runway. The new compass swing would be required during Phase 1.
- **Fire training:** Specialist facility, to replace the existing fire training facility at MoD St Athan (currently located at Picketston on land to be occupied by DTC) as part of Phase 1. The preferred location is just to the south-east of the southern end of the disused cross runway
- **ABP administration:** Ancillary facility, within the refurbished and extended grade II-listed Batslays Farmhouse.

The existing grade II-listed Batslays Farmhouse and associated curtilage stone outbuildings would be refurbished and extended to provide the administration centre for the ABP, as the existing facility in the Farmhouse on East Camp will be demolished as part of the DTC development. The accommodation would include the provision of office facilities for the administration staff, as well as meeting rooms, conference facilities and serviced offices for occasional use by aerospace-related businesses.

- **Adour test unit:** A specialist facility relocated from East Camp to allow construction of the DTC.

### 3.3.3 Southern Access Road (SAR)

The SAR comprises the following elements:

- 1.1 km off-line improvement of the B4265 to construct a traffic signal controlled junction; and
- 1.5 km of new carriageway incorporating a new single-span bridge over the existing railway and forming the internal access roads to ABP South.

The proposed bridge is a direct replacement for the existing sub-standard

bridge spanning the railway which currently provides vehicular and pedestrian access to Higher End. This is proposed to be diverted by way of the new bridge. Provision for pedestrians will be made by means of a footway and a pedestrian phase within the traffic signal control. The footway will also provide pedestrian access from the eastbound and westbound bus stops incorporated within the B4265 realignment.

Vehicular access to Higher End is maintained from a junction with the SAR, and it is intended that the existing sub-standard railway bridge is demolished upon completion of the SAR. Vehicular access to the property known as Seaview and the access track to the south is to be provided by way of a priority junction between the existing and realigned B4265. This route also provides the proposed diversion of the registered footpath.

### 3.3.4 Northern Access Road

The NAR comprises the following elements:

- 0.5 km on-line improvement of the B4265 to construct a traffic signal controlled junction.
- 1.8 km of new WS2 rural standard carriageway (with hard strips), incorporating a new single-span bridge over the Llanmaes Brook- and
- 1.0 km of on-line widening improvements to Eglwys Brewis Road.
- Improved signalised junction at Llanmaes Road/B4265

Junctions with the NAR have been designed to accommodate abnormal loads and with restricted movements where stated, to discourage additional traffic from entering St Athan village.

However, it should be noted that the Northern Access Road is only relevant to the ABP application for approximately 4/5 of its total length, as far as the entrance to ABP North.

### 3.3.5 Other highway elements

The additional Highways works comprise:

- Realignment and improvements on the B4265 road at Gileston to Old Mill, which comprise 0.6km of on and off line improvements and straightening of the highway to improve safety standards of the existing highway. These improvements are located approximately 400m east of the petrol filling station and 350m west of the Llancadle turning off the B4265.
- Signal control of the St Athan/Gileston cross-roads junction (within the existing highway boundary) on the B4265, incorporating an on-line widening of the B4265 to accommodate additional traffic lanes.
- Waycock Cross road junction improvements, comprising a new roundabout with a 50m diameter and 12m wide circulatory carriageway, realignment

and widening of the A4226 Port Road West (west of the junction) to provide three approach lanes, on-line widening of the A4226 Waycock Road (Five Mile Lane) to provide two approach lanes and an amendment within the highway boundary along Pontypridd Road to provide additional approach and exit lanes.

### 3.3.6 Other Elements

Foul Pumping Station - A new foul water pumping station is proposed within both the DTC and ABP outline planning application boundaries to pump foul sewerage to the Llantwit Major Waste Water Treatment Works. Located in its own secure compound of approximately 30m by 20m, the foul pumping installation will also include hardstanding for vehicular access and turning.

Finally, the development involves replacing aeronautical ground lighting on land to the west of the B4265 and implementing similar improvements to the existing lighting at the eastern end of the runway, on land within St Athan Golf Course.

It should be noted that the above is a summary description of the development, and that more detailed analysis of individual components of the scheme are provided in the assessment to follow in this report.

## **4. RELEVANT PLANNING HISTORY**

The application site and surrounding area (subject of the DTC application) has an extensive and complex planning history since MoD activities commenced. Batslays Farm similarly has recent history relating to changes of use of buildings and relevant listed building consents. The full planning history is available for inspection however, for the purposes of this report, the following applications are considered to be of primary relevance:

2002/01244/CROWN - Integrated Aircraft Maintenance facility- Approved.

This application included the large 'super hangar' located centrally within the site, as well as associated offices and facilities. Whilst primarily related to application 2009/00500/FUL (the DTC application) it lies adjacent to the application site and is, therefore, considered to be of relevance.

1991/01067/CROWN - Proposed new VC10 Hangar- Approved.

The above application granted planning permission for the largest of the existing buildings within the application site, also known as 'twin peaks' because of the large double pitched roof.

Given the ecological issues associated with the application site and proposed development, the following application is also considered to be of note:

2006/00829/FUL - Creation of 9 freshwater ponds to support a population of great crested newts - Approved.

## **5. PRE-APPLICATION**

Since the initial involvement of the Council in mid 2005, the Council has held a series of meetings with the applicant and interested parties on the suitability of the proposals. As described above, this resulted in the production of a Development Brief for the site that was formally adopted by the Council in July 2006 following a period of consultation.

Subsequent to the adoption of the Brief, and the announcement of the successful bid in January 2007, the Council as local planning authority has facilitated a series of 'pre-application' meetings with the applicant and relevant interested parties. Council representatives have also provided advice and, where necessary, feedback on key planning issues as required during the evolution of the current scheme.

These meetings have continued since the submission of the application to ensure that issues raised as a consequence of the submission and consultation are brought to the attention of the applicant in a timely manner.

## **6. COMMUNITY ENGAGEMENT**

A 'Community Engagement Statement' (CES) accompanied the planning application(s), identifying the extent and form of the public consultation programme undertaken by all parties involved in both the DTC and ABP applications. This included engaging with a wide range of stakeholders and the local community through a series of public meetings, workshops and interest groups, the use of a 'community website', opinion polls of local residents, and printed press. The Council's own consultation on its Development Brief was also undertaken alongside the consultation exercise undertaken by the applicants' agents.

According to the CES, the three primary objectives of the consultation undertaken to date were as follows: -

- To provide clear and up-to-date information for the local community and stakeholders on the emerging masterplan for the development, in advance of submitting outline planning applications for the development, and detailed planning applications for the Northern Access Road and off site highway improvements at St Athan Junction and Gileston to Oldmill.
- To engage with the local community and provide members of the public and local stakeholders with a number of opportunities to give feedback on the plans, prior to the submission of the planning applications.
- For the consultant team to analyse and, where possible, take on board feedback from the local community in the development of the masterplan.

The document advises that, over the course of their consultation, the consultation team responded to in excess of 300 questions and comments, with constructive feedback taken on board where possible in informing the masterplan. Key areas of concern over the course of the consultation included: -

- Transport      Potential impact of increased traffic on the local area

General need to improve public transport in the area  
Construction of the Northern Access Road  
Potential to construct a new train station at or near St Athan

- Housing Location of SFA in the west  
Impact any new housing could have on local services and infrastructure.  
Concern over the potential loss of holes at RAF St Athan Golf Club caused by the development of the Service Families' Accommodation
- Environment Potential damage to local wildlife and landscape  
Concerns over noise, light and traffic pollution - caused during the construction phase, through the operation of the Defence Technical College/Aerospace Business Park and by the associated increase in traffic.  
Potential for new areas of housing to increase local flood risk.
- Employment Balance between those who welcomed the opportunities and those who expressed scepticism at the benefits the redevelopment will bring to the area, and that the development will create job opportunities for local people.

The conclusions of the report (section 6) advise that Metrix, the Welsh Assembly Government and the MOD believe that the programme followed constituted a full and comprehensive programme of consultation with good attendance at events and a significant level of feedback.

The report concludes that should the outline planning applications be successful, the feedback received during the consultation programme will help inform subsequent detailed applications for the development.”

In analysing the submitted CES, it is considered to demonstrate that extensive community engagement has been undertaken during the past three years relating to the DTC and ABP developments. The CES advises that this has informed the applicants' understanding of local opinion and concern over elements of the proposals, as well as informing the development of their masterplan for the site.

While the results of the Council's own extensive consultation process are detailed in this report, it is appropriate to note that a number of the representations have expressed concern over changes to the development proposals subsequent to the consultation exercises undertaken by or on behalf of the applicants. Notably, issues raised refer to the relatively late incorporation of the detailed submission in regard to the objections to the NAR compared with other less harmful routes (according to the submissions).



The CES acknowledges that, during the early part of the consultation programme, it became apparent that there was a frustration that some information was not readily available, such as detailed employment figures. Whilst it is regrettable that there is concern that such matters were not available at the early stages, it is perhaps understandable that the development of the masterplan for the site was not finalised by the applicants until a relatively late stage in proceedings.

While views over the new NAR have been consistent in the applicants' and the Council's own consultation process, nevertheless such matters are addressed in the report below.

In general terms, however, it is considered that the community engagement strategy has been extensive and commensurate with the magnitude of the projects now before the Council for determination, and it has been demonstrated that, where possible, concerns have been addressed in submissions and, where not possible, explanations provided on why such amendments have not been addressed. Members should however note that such a process is non-statutory, and the consultation now carried out by the Council, following receipt of the application, constitutes the necessary statutory consultation. Members should also note that the CES relates to both DTC and ABP and accordingly the above refers to elements of the proposals that relate to DTC only. These are included for completeness.

In any respect, however, the final stage of such community engagement is the formal planning application process, with the results of the Council's own extensive consultation process, reported below.

## **7. CONSULTATION RESPONSES**

As would be expected for an application of this magnitude, significant statutory and non-statutory consultations have been undertaken with an extensive range of public and private bodies, the results of which are summarised below, with samples of the responses provided as Appendices to the report. Members should note that in the majority of cases, most consultee's have responded by one letter to both applications. As a consequence the letters of response are reported in detail in respect of both this application and that application relating to the DTC, even though elements of the responses may not be relevant to both applications.

**Barry Town Council.** To date no representations have been received.

**Llancarfan Community Council.** To date no representations have been received.

**Llanfair Community Council** has expressed strong concerns in respect of both developments on the following grounds: -

1. The noise disturbance from the new range and field training area at Picketston (does not apply to 2009/00501/OUT)
2. Increased traffic using the Cowbridge to St Athan Road
3. Increased demand on local amenities
4. The environmental impact which will irrevocably change this part of rural Wales

A copy of their representations are provided in full at **Appendix 1**.

**Llantwit Major Town Council** strongly object to the planning application for the construction of the new northern access road over open countryside and service housing on green field land. The Town Council would also like it to be noted that they fully support the petition handed into them from the 395 residents from Boverton Road West, living in close proximity to the planning application, of which 95.5% objected to the Northern Access Road and Service Housing. The petition was also handed into the Vale of Glamorgan Council and the Welsh Assembly Government.

### **St. Athan Community Council**

The Council resolved to support the planning application for the Defence Training College. The Council appreciated the efforts made by Metrix and the developers of the scheme to involve the local community in the build up to the planning submission and are pleased that the major concerns the Community Council had about the closure of Eglwys Brewis Road, the impact of housing on the golf course and the availability of community and sports facilities for the local community appear to have been addressed. However there are still issues where the Community Council would wish improvements to be made to the scheme

The response is provided in full at **Appendix 2**, but the key issues raised are summarised as follows: -

#### Highway Infrastructure

The CC urge the Vale of Glamorgan Council to continue to press the Welsh Assembly Government for the completion of the Airport Access Road link to Junction 34 of the M4...benefit the DTC development and reduce the ... problems of rat running through the local villages particularly from the A48 to the college.

The CC expect to see a planning condition restricting construction traffic through St Athan village.

#### Community Services

A significant new community will put considerable strain on existing schools health service provision, dentistry etc. Further investment will be needed by the Vale of Glamorgan Council into these facilities through s106 funding.

#### Housing

The CC are disappointed that the opportunity for providing new housing at Llandow to cater for the DTC requirements has not been taken.

While the CC note the expectation for workers and students to walk or cycle from the housing in Flemingston Road, this raises concerns in respect of: 1) the need for parking restrictions on Eglwys Brewis Road; and 2) the pedestrian desire line from the new housing to main gate passes through the unadopted footpaths and

roads of the Explorers Estate. These should therefore be adopted or a commuter sum required to pay additional maintenance costs.

### Military Provisions

The CC are disappointed that facilities such as the rifle ranges, the tank test track and the Field training areas have not previously been discussed with the Council. The Council is concerned about ensuring that the screening is adequate; that use of the facilities outside the normal working day is restricted wherever possible; and that noise levels be agreed and regularly monitored.

**Llanmaes Community Council** has provided two extensive representations on the proposals, the first in the form of a Press Release, the second an extensive letter, with both responses provided in full at **Appendix 3**.

Three main objections are raised, these being: -

1. The construction a new NAR across open countryside
2. construction of housing and other buildings on Greenfield land leading up to and beyond this access road
3. noise and disturbance from the new firing range and field training area

The CC strongly urge that further consideration is given to the location of the new Northern access Road, housing and field training site. The CC has received strong representations from residents who are particularly concerned about the visual intrusion of the road, bridge and houses which will take decades to tone in with the rural Vale area, where the majority of people have moved for a quiet, idyllic, rural life, which they thought they had achieved. Added to this is the additional light and noise pollution which they will cause havoc with residents who have retired to the area for medical reasons and a quiet way of life.

The strong objections to the development are briefly summarised as follows: -

### Northern Access Road

- The Community Council considers the construction of a new access road across open countryside to be unsustainable in principle and unnecessary, and in conflict with the Welsh Assembly Government's commitment to Sustainable Practices.
- They propose that an alternative dedicated access to the Defence Training College is constructed via a new junction located off the B4265, south of the existing West Camp entrance and linking with the proposed access road for the northern section of the Aerospace Business Park. Drawings to demonstrate such a route have been supplied.
- There was inadequate local consultation about the proposed route of the access road when it was initially suggested in the development brief.
- They strongly object to the specific location of the Northern Access Road in that it will slice through the "Green Belt" between the existing camp and Llanmaes village, reducing this green wedge by nearly a half. This area of countryside provides an important gap, both in visual terms and as a buffer between the noise and activities of the camp and the village

### Service Family Accommodation (SFA)

- The objections are based on the take-up of green field land to provide the Service Family Accommodation
- If the proposed housing cannot be accommodated on the camp, then alternative brown field sites should be looked at, such as at Llandow.

### Noise from Shooting and Explosives

- The new firing range and field exercise site at Picketson will have an adverse impact on the residents of Llanmaes, Picketston and New Barn.
- Such shooting and explosions can have a disturbing effect on domestic and farm animals as well as having a major impact on the quality of life of the residents of the area.
- It is virtually impossible to reduce the propagation of low-frequency noise, and the proposed acoustic bunding or fences would be of very limited effectiveness for this purpose.
- such field training and basic shooting training be removed from this site to existing areas (such as Salisbury Plain) where the students would be able to undergo such training, in more realistic surroundings.

### Loss of Amenity

- The road will be visually intrusive, with heavy traffic, light pollution from the street lights (some 5m high above the road level), traffic noise, dirt and vibration, resulting in severe loss of residential amenity.
- this road is proposed to bear all the construction traffic causing additional loss of residential amenity for many years. The construction timetable estimates a 6 year programme. If a construction road must be provided, an alternative location must be found.

### Archaeology

- Development may permanently negate the possibility of any future archaeological research.

### Flooding

- Serious concerns regarding developing fields in view of the likely adverse impact on the existing flooding problems. The area lies in Flood Zone C and in the past there has been serious local flooding in Llanmaes, but more severely in Boverton.

### Change of Character of the Area

- This massive development with a population in excess of 6.000. new access roads, the widening of the existing by-pass and increased military traffic and noisy activities (such as the firing range and engine testing) will impact severely on the quiet character of the countryside and the town. The development is likely to provide few permanent **local** jobs but will impact greatly on the local shops, parking, schools, hospitals and other public facilities. It would appear that the developers have given little thought to this

impact and have failed to offer the additional facilities that will be needed or any substantial benefits to local people who will have to **cope** with these changes.

**Ewenny Community Council** has responded as follows: -

“At the recent meeting of Ewenny community Council grave concerns were expressed concerning the problems likely to be encountered when the Training College is in operation at St Athan. Drivers, particularly those travelling from West Wales to the College, will exacerbate the traffic problems in areas such as our own where there are many narrow country lanes. We feel that attention should be paid to this problem before the College is open. This also applies to neighbouring districts in this rural part of the Vale of Glamorgan”

**Llandow Community Council** (serving Llandow, Llysworney and Sigginston villages) has responded as follows: -

“I have read the documents relating to the issues raised concerning the development of the Military Training Academy. I wish to refer specifically to the responses relating to Road Improvements (pages 15 and 16 of your 'Transport' document).

You state that your studies show the existing road network from the West will be able to cope with any increase. This is not the case; the infrastructure is already inadequate and raised volumes of traffic will only cause more delay, disruption and danger.

You state that the long-standing problem of Llysworney's traffic has “not warranted the building of a bypass to date”. This is an extremely unfortunate and inaccurate use of language. It is both a lack of funds and a lack of will from the Vale Council that has delayed the bypass. I strongly dispute your claim that the incremental effect of St Athan traffic will be relatively minor. I urge you to relook at this issue before making sweeping statements like those that appear in your written responses.”

**Environment Agency Wales** has raised no objections to the development, and has provided technical responses to those matters within their statutory remit. A copy of their response is provided in full at **Appendix 4**.

**Countryside Council for Wales** (CCW) has advised in their consultation response that they welcome the commitment to the conservation and enhancement of biodiversity proposed in conjunction with these developments and recognise the extensive ecological work to date. Their primary comments relate to the European Protected Species on site, (those species listed on Schedule 2 of the Conservation (Natural Habitats, &c.) Regulations 1994), most particularly great crested newts, bats and dormice.

CCW consider that the submitted reports, together with subsequent information provided by letter dated 28<sup>th</sup> August 2009 letter, provide an adequate basis upon which to make an informed assessment of the likely impact of the proposals on the favourable conservation status (FCS) of the species concerned. Although they state that they still have a number of outstanding concerns, they consider it should

be possible to address these concerns through the application of appropriate conditions (see response in full for details) or other agreements attached to any permission, such that they have no objection.

A copy of their responses are provided in full at **Appendix 5**.

**Glamorgan Gwent Archaeological Trust (GGAT)** have been heavily involved in the archaeological assessment of the proposals, including requiring upfront evaluation works in respect of potentially nationally important archeologically findings, in the approval of a design for such works, and in reporting on the findings of such pre-determination site evaluation work.

GGAT have provided reports on their archaeological monitoring of site investigation works throughout August/ September, and have provided a final consultation response which confirms that the archaeological assessment and evaluation has provided sufficient information for the impact of the proposed development on the archaeological resource to be determined, and that there are no archaeological constraints to the positive determination of the application, subject to two suggested conditions.

A copy of their final representations are provided in full at **Appendix 6** (with copies of their inspection reports available on file).

**Council Protection of Rural Wales.** To date no representations have been received.

**Cadw, Ancient Monuments** has offered no objections, noting that they have been party to consultees meetings and provided feedback on the ES. Accordingly, they have provided comments, limited to two issues, these being the potential effect of the development on the setting of the scheduled ancient monuments in the vicinity of the development; and the adequacy of the Historic Environment chapter and its proposed mitigation strategy in the Environmental Statement Their comments are summarised below: -

1. Three scheduled ancient monuments lie adjacent to the development site, West Orchard Manor House (GM083), East Orchard Manor House (GM082), and Deserted Medieval Village North East of Rock Farm (GM307), and consideration needs to be given on the potential impact of the proposal on their setting. In this respect they advise that any effects on the setting of the former would be slight, with no effect upon the setting of the latter two monuments.
2. During its review of the twentieth century military structures, Cadw has identified the Airfield Ground Defences at RAF St Athan as being of national importance. Following extended discussions between Cadw and Entec, 28 out of 30 structures making up this system will be retained in the development. The battle headquarters and adjacent pillboxes will be refurbished and managed public access will be created. Elsewhere, other pillboxes can be modified to provide bat roosts. If planning permission is granted for this development, Cadw will consider whether to afford the 28 structures to be retained, statutory protection under the Ancient Monuments Archaeological Areas Act 1979.

3. Adequacy of the Historic Environment Chapter within the Environmental Statement - In Cadw's opinion, the archaeological evaluation and Historic Environment chapter have been carried out to a high standard and is in line with the Welsh Assembly Government's guidance. The results of required field evaluation work are requested to be provided to Cadw.

### **Dwr Cymru Welsh Water has commented as follows (summarised)**

"Discussions have been ongoing between Dwr Cymru Welsh Water (DCWW) and the Welsh Assembly Government (WAG) for some time now. During that time the scope of the development has been constantly evolving due to refinement of the development details, and in order to reflect the client's requirements. As such we have been restricted in the progress that we could have made.

However, we are confident that the site can be serviced with sewerage and potable water infrastructure as soon as the scope has been fully defined.

In order to clarify the full position we will comment in each aspect individually.

#### Foul Sewerage

An outline scheme report to serve the development was issued to the WAG in February 2009 by DCWW. Since this time the development scope has changed to such an extent that the strategy requires review and amendment. We have provided a proposal to the WAG for this which is currently awaiting their approval. Given these comments, it is extremely difficult for us to suggest anything other than general conditions for inclusion in the planning consent.

We would note that the off-site drainage scheme will be developed over time which would allow a more defined approach. We will keep your council informed of any developments so that any relevant amendments to the planning consent can be made if possible.

Recommended conditions include the need for a

- A scheme for off-site foul sewerage infrastructure to serve the development to be implemented in full prior to any beneficial occupation
- Pre-commencement condition relating to the preparation and approval of a scheme for the comprehensive and integrated drainage of the site showing how foul water, surface water and land drainage will be dealt with
- Foul water and surface water discharges to be drained separately from the site.

#### Surface Water

"We have had no detailed discussion with the developer as to their approach to the surface water generated by the development. However we would assume that given the nature of the land and presence of watercourses, all surface water would be dealt with on site. We would hope to see that particular attention has been given to the use of sustainable drainage within the design of any structure or drainage system.

It should also be noted that any developed drainage strategy or scheme has been developed in accordance with the most up to date development scope. It would appear that the current strategy may have been developed in accordance with out of date development proposals.”

As with the foul drainage they recommend conditions including: -

- No Surface Water generated by the development hereby approved shall communicate directly or in-directly with the public foul/combined sewerage system.
- A scheme for the off-site surface water sewerage system shall be implemented in full prior to any beneficial occupation

### Potable Water Supply

“As you will be aware there is insufficient capacity in our potable water supply network. We therefore require that sufficient upgrades are carried out in line with water supply required for the development.

Discussion as to the rate of supply have been ongoing and in depth. An initial assessment of water supply demands and the scope of the associated upgrades was supplied to the developer in May 2009. Since that date it appears the required rate of supply has been overestimated and needs to be revised accordingly. We are now awaiting further information from the developer, in order that our report can be amended.

Despite the above, we would like to offer the following condition for inclusion within the planning consent.

“A scheme for off-site water supply to serve the development shall be implemented in full prior to any beneficial occupation occurring on the development hereby approved, and shall be approved in writing by the local planning authority in conjunction with Dwr Cymru Welsh Water.”

*Reason: To ensure an adequate supply of water can be provided to any development and to ensure that a supply is maintained to any existing customers.*

As with the foul strategy, in order that any suggested conditions can be amended, we will keep your council informed of any changes to the proposed scheme.

If any of the suggested conditions are not acceptable to you please contact us immediately to discuss. If we are unable to agree on a suitably worded condition, in order to safeguard our customers and the environment, we may be forced to object to the development, this is something we wish to avoid.”

A copy of their letter is provided in full at **Appendix 7**.



## **Network Rail**

Note that they have been served Notice by the applicant that part of the proposal site is on Network Rail's land, and that the applicant will need to reach agreement with Network Rail's Operational Portfolio Surveyor, as to whether or not this will be acceptable to our estates department.

They also note the outline application includes other highway proposals, in respect of which detailed permission is not sought at this stage, namely: the proposal for a new access road to ABP south at Batslays (called the Southern Access Road) which will entail the construction of a new junction on the B4265 and a new railway crossing; as detailed plans have not been submitted we are unable to supply comments at this stage to confirm support or objection to this part of the proposal to cross the railway. Network Rail will have to give technical approval of any bridge design that crosses the operational railway.

Whilst they raise no objection in principle to this proposal, they have advised of the need to address matters including fencing (trespass/ safety issues); drainage (to avoid additional or increased flows of surface water onto Network Rail land); safety; ground levels; site layout issues; noise, vibration and airborne dust; landscaping and plant, scaffolding and cranes.

**SEWTA and SEWTA Travel Plan Co-ordinator.** To date no representations have been received.

**South East and West Wales Wildlife Trust.** To date no representations have been received.

**Ministry of Defence** has no safeguarding objections to this proposal providing the applicant adheres to a number of specific criteria, and requests that they are consulted again once formal plans have been finalised to allow the MOD to complete a full technical assessment.

**Civil Aviation Authority** advises that "without any detail on the proposed developments, Cardiff Airport is unable to assess the impact on flight safety and has no comment. However we would require to be consulted when, or if, the application reaches the full planning stage, which will enable Cardiff Airport to carry out a full assessment of the impact on flight safety".

**South Wales Police.** To date no representations have been received.

**Barry Police.** To date no representations have been received.

**Planning and Asset Management (UHW).** To date no representations have been received.

**South Wales Fire and Rescue Service** has no further observations on the matter at this stage. However, as a part of the application concerns 'Crown' premises, this information has been forwarded to the Welsh Assembly Government fire policy unit for their information.

## **Arriva Trains Wales**

“Thank you for including Arriva Trains Wales in both these consultations. Our main interest in the Development concerns trains service capacity and therefore we have no formal comments to make on the planning applications. As an aside, I should like you to know that we have fed into the process for train service capacity through WAG via the consultants Capita Symonds and Arup.”

## **Vale of Glamorgan Local Health Board**

“... the LHB advises that the Vale of Glamorgan Council supports any recommendation that either or both developers commission a full Health Impact assessment if this is deemed necessary”.

**Design Commission for Wales** - Although not officially consulted on the application, the applicants have presented their scheme to the DCfW Review Panel on more than one occasion, and have expressed a desire for a coordinated design approach for the three key elements of the scheme as a whole. They have also stated that they are primarily concerned with the establishment of an organising framework for connecting and relating the principal buildings and public spaces, and secondly with the character and form of the component parts. In this respect, they consider the framework should inform and direct the emerging designs for the individual buildings and deliver a robust, consistent and coherent public realm strategy, which would deal with connections, spaces, edges and landscape in its widest sense.

Within this context, design reviews are proposed to take place every 2 months, to address detailed matters including:

1. An updated Corridor Study including a full landscape and public realm strategy, to include all three elements of the Defence Training Academy, Service Family Accommodation and Aerospace Business Park. Also to include views onto the site from various local vantage points, including the coastal path and the new northern access road.
2. The main entrance zone – Gate 1 – and the world faith buildings
3. The REME museum
4. The Picketston Sports Facilities, Energy Centre and RID building
5. The four residential areas – urban design principles and layout.

**Bridgend County Borough Council** has no objection subject to Bridgend Council Highway Officer's negotiating with Vale of Glamorgan Highway Officers regarding the impact of increased traffic movements on the highways within Bridgend Council.

Note: Such matters are addressed in the Transport and Traffic section of this report.

**Cardiff County Council.** To date no representations have been received.

**Rhondda Cynon Taff CBC.** To date no representations have been received.

**Head of Visible Services (Highway Development)** have provided representations on matters relating to pre-application discussions, choices and highway design. A copy of their response is provided in full at **Appendix 8**.

**Public Rights of Way Officer** advises as follows: -

The application site is crossed by several Public Right of Ways shown on the Definitive Map as Public Footpaths Nos. 16 and 17 Llanmaes, Public Footpath No 6 St Athan, Public Footpaths No's 40 Llantwit Major and Public Footpaths No's 9 and 11 St Athan.

*Public Footpath No 6 St Athan*

This is an important right of way as it forms the back bone of a figure of 8 network of public rights of way and adopted highway. It is understood that the agricultural land crossed by Public Footpath No 6 St Athan is to be used for military exercises, but there appears to be no detail as to how walkers will be protected when using this right of way during these exercises. The extinguishment of this path or temporary closure of this path would be unacceptable due to its importance of linking southern rights of way around St Athan. At this time it is not known whether a diversion would be acceptable to the proposal.

*Public Footpaths No's 9 and 11 St Athan*

The alignment of Public Footpath No 9 St Athan is incorrectly shown on the application plans and the correct alignment of the definitive path is shown on the attached plan. It appears from the plans for a new section of road that provision has been made to provide a crossing for these two paths by the removal of the dangerous bend. However we do have concerns that the road traffic will be faster under the new arrangements and this will increase danger for walkers crossing the road at this point. Consideration should perhaps be given to a safer crossing. Further along this road there have already been several fatal traffic accidents.

*Public Footpath No 40 Llantwit Major*

There are concerns that the new junction for the new road will create further safety issues with regard to speed and the safety of walkers crossing the road. It is unclear from the plans whether a safe reserve is planned for the middle of the road.

*Public Footpaths Nos 16 and 17 Llanmaes*

It is understood that the land affected by Public Footpaths Nos 16 and 17 Llanmaes will have a new highway constructed on it and at a later date dwellings either side of it and that it is intended that the paths are to be diverted under Section 247 of the Town and Country Planning Act 1990 by the highway section. Diversions need to put in place rather than extinguishments as it is important to keep the link between Llanmaes and St Athan.

Additional comments were made regarding general improvement to the PROW network in the vicinity of the site which are considered in detail within the Section 106 issues part of this report.

**Head of Economic Development** (joint response from Business Support Team, Rural Regeneration and Urban Regeneration)

“The opportunities that the DTC could bring to the Vale of Glamorgan are significant and diverse. It is the largest inward investment seen in the Vale and has the ability to impact upon a variety of aspects of life in the Vale of Glamorgan. It has the possibility to create significant numbers of jobs which hopefully the local workforce will be able to benefit from.

As a result of the project delivering the numbers of jobs expected, the spend power of the METRIX employees will stimulate the local economy. As such, the proposal is to be welcomed in principle.

Other issues raised, in summary, concern: -

- The knock on effect on local services in towns and villages to accommodate the changes in demand, and the need for investment in public services.
- Desire to see links between Metrix and Creative Rural Communities staff to identify potential opportunities for new business creation.
- Any section 106 monies available could prove to be invaluable in terms of adding value through match funding for rural projects.
- A strategic approach should be taken to apportioning S 106 monies. For example, Barry, the Vale’s principal town centre is still in the process of regeneration and a project such as the METRIX DTC should be utilised to keep this regeneration scheme on track as employees and locals directly affected by METRIX will undoubtedly benefit from any further regeneration in Barry itself.
- Consideration should be given to transport linkages. The Barry-St Athan area jointly forms an important strategic opportunity for regeneration which, within the context of the Wales Spatial Plan, will benefit further afield.
- Conditions were requested to cover matters such as the commitment to the establishment of a job shop / local labour recruitment strategy (as per ENTEC submissions)

**Head of Economic Development (Ecology)** has no objections but advises as follows: -

REPTILES - The submitted applications include survey reports and proposals for mitigation and compensation with respect to reptiles. However, the ecology team do not feel that the wording is sufficiently rigorous and therefore it is recommended that a condition be attached requiring the submission of a scheme to mitigate and compensate for impact on reptiles and their habitat to the local authority for approval prior to the commencement of works and thereafter be fully implemented. This to comply with policy ENV 16 (protected species) of the UDP.

NESTING BIRDS - The buildings and vegetation on the application sites have been recorded as in use by nesting birds. It is recommended that to comply with the law, a condition be included in any consent that states that any vegetation clearance should be done outside the nesting season, which is generally recognised to be from March to August inclusive, unless it can be demonstrated through submission to the Local Planning Authority of an appropriate survey immediately prior to works commencing that nesting birds are absent or a method statement for works is agreed in writing with the local planning authority and fully implemented.

EUROPEAN PROTECTED SPECIES - The submitted reports detail the presence of a number of European protected species (bat species, otter and dormouse) and their usage of the application site as a breeding site or resting place. It will therefore be necessary for the developer to apply for derogation (development licence) from the WAG.

As a competent authority under the Habitats Regulations 1994, the LPA must have regard to the Habitats Directive's requirement to establish a system of strict protection and to the fact that derogations are allowed only where the three conditions under Article 16 of the Habitats Directive are met (the three tests).

- i) There is no satisfactory alternative
- ii) The derogation is not detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range
- iii) The derogation is in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment

In order to comply with its duty under the Habitats Regulations, the LPA will need to take all three tests into account in its decision (Judicial Review, Woolley vs Cheshire East Borough Council 2009).

CCW have advised that (if conditions are attached as they recommend) CCW would have no objection to either of the proposals.

Following WAG guidance the following should be attached as an informative (II037):

Where any species listed under Schedules 2 or 4 of the Conservation (Natural Habitats & c.) Regulations 1994 is present on the site, or other identified area, in respect of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place unless a licence to disturb any such species has been granted by the Welsh Assembly Government in accordance with the aforementioned Regulations

When applying for their licence, the applicant will send a copy of the local authority consultation document (part of the WAG application) to the planning officer. This form requests details from the LPA to show that the three tests have been met and considered as part of the planning decision and forms a record of the LPA's compliance. In the event of police investigation, such records could provide valuable evidence that the LPA has exercised due diligence.

**Head of Environmental Health (Pollution Control)** has provided extensive comments offering no objections on environmental grounds. In summary, the comments offered are as follows: -

1. Environmental Management Plan (EMP)

Pages 3-15 & 16 of volume 1 of the ES listed 17 actions to be included under operational control and this is acceptable. This should be agreed by this authority prior to start of any beneficial operation.

2. Construction Environmental Management Plan (CEMP)

This should be agreed by this authority prior to construction work starting and apply to all elements of the development. It must include methods for the control of

- noise and its mitigation (also where appropriate reference to BS5228)
- vibration and its mitigation
- specific requirements for the mitigation of any piling operations
- dust control and list of permitted mobile crushers and screens
- agreed hours for the undertaking of 'noisy' works
- As some of the above working hours will be in darkness during winter months lighting of the working area was not addressed but should be, since misaligned light beams are subject to nuisance legislation

3. Operational Noise Plan

Table 16.61 of Volume 2 of the ES is acceptable. . This should be agreed by this authority prior to start of any beneficial operation. We offer the following additional comments

4. Engine Testing

The application includes reference engine testing at both the DTC and adjacent ABP. It is not clear whether both operations have the potential to operate simultaneously.

The ABP application makes reference to a purpose built three sided bund. It is not clear, quantitatively, as to how the bund will reduce the noise generated. If there is a proven reduction in noise emitted for this configuration could

- the facility be shared with DTC ? or,
- we would recommend that the applicant consider a new purpose built bunded area at the DTC to mitigate engine testing noise. Thus reducing an existing impact of the operation.

## 5. SFA Accommodation

The proposed SFA accommodation located at the NW boundary of west camp has been identified noise category C according to a TAN 11 assessment (using the projected figures). The mitigation measures proposed suggest a 'reasonable' level of noise insulation but we would advise at least a 'good to best' standard to ensure maximum protection (especially should actual noise levels exceed modelled noise levels,

## 6. Northern Access Road

The following properties Froglands, Old Froglands, Rose Cottage and Millands farm are adjacent to the proposal. Only Millands Farm has been assigned a 1m 'acoustic' bund with a stock proof fence a-top.

We would recommend that the stock proof fence be replaced by a section of acoustic fence. We also seek additional details on highway cross sections with any proposed acoustic bunding / or fencing for the remaining affected properties.

## 7. Air Quality

The Biomass plant and any paint spraying facility will require Environmental Permits before they can be operated.

## 8. Private Water Supply

Potable private water supply, whether or not in combination with mains water supply, must be registered with Public Protection Department

## 9. Odour Control

The Environmental Measures stated on page submitted on page15-5 of Vol. 2 of the Environmental statement for Llantwit Major Waste Water Treatment Works are agreed and recommended, i.e. refurbishment of the Odour Control Unit (OCU), an additional bio-filter and site specific odour management plan

## 10. Contaminated Land

The application documentation implies that areas already identified as being contaminated have been remediated and risk assessed. However there remains some uncertainty and in addition new sensitive receptors (e.g. residential areas) and end uses are being introduced.

Recommendation : The Environmental Measures specified on pages 10-19 & 20 of the EIA are applied Both this LPA and where appropriate the Environment Agency must be updated as to proposals and progress with regard to remediation

## 11. Waycock Cross

### Construction & Demolition Advice

General timescales permitted for the control of construction noise are

08:00 – 18:00 Mon – Friday

08:00 – 13:00 Saturdays

None                      Sundays / Bank Holidays

Such restrictions apply to noisy elements of construction rather than entire operations and can vary depending upon circumstances and proximity of sensitive receptors.

Dust generated during this phase including haul routes will require control. Any mobile crushing or screening plant must be operated subject to the requirements of a Permit issued under the Environmental permitting Regulations.

Recommendations: Prior to the commencement of the demolition and construction phases a Noise & Dust Management Plan must be submitted to the local planning authority for approval.

### Noise & Vibration

We are satisfied that there will be no significant adverse noise levels resulting from new road layout at this location.

### Air Quality

We are satisfied that air quality issues are addressed and that no significant impacts will arise as a result of the development.

**Vale of Glamorgan Council, Energy Manager.** To date no representations have been received.

**Head of Visible Services (Drainage).** has recommended further consultation with the Environment Agency and Welsh Water on issues relating to foul drainage, surface water drainage and land drainage around the area of the Boverton Brook, and had requested the submission of further detail prior to the commencement of works. In light of these comments and those from the Environment Agency, both of which do not raise substantive objections to the scheme or request the submission of further detail prior to the determination of these applications, it is considered appropriate and reasonable to require this detail by condition, and as part of subsequent reserved matters/full applications.  
**Appendix 9.**

**Head of Visible Services (Waste Management)** has provided comments in respect of the waste strategy, and has concluded that overall the strategy provides a good control and operational methodology for basic waste recycling and general details of disposal for other wastes.



## 8. REPRESENTATIONS

### 8.1 Extent of Publicity / Notifications Undertaken

2457 individual letters of notification of the application (and associated DTC application) were sent out to residents in and around the site including those in St Athan, Llanmaes, Gileston, Flemingston, Picketston, Castleton and Llantwit Major (the northern part close to the new road junction), as well as residents adjacent to the Waycock Cross roundabout in Barry.

In addition, the application has been advertised in the local press (on 21<sup>st</sup> May 2009) and on site (in excess of 25 Site Notices displayed in various locations in the locality on 14<sup>th</sup> May 2009).

The statutory notifications advise that the application(s) may be of general public interest; have been accompanied by an Environmental Statement; are a Departure from the Development Plan; and may affect Public Rights of Way, and affect the setting of listed buildings.

The Council also held two public exhibitions in St Athan (3<sup>rd</sup> June 2009) and Llantwit Major (4<sup>th</sup> June 2009), staffed by officers of the Planning and Transportation Division from 9.00 to 19.00 all-day to provide access to the full range of submitted documentation (which have also been available online via the Council's website at [www.valeofglamorgan.gov.uk/living/planning/planning\\_applications.aspx](http://www.valeofglamorgan.gov.uk/living/planning/planning_applications.aspx) .

### 8.2 Analysis Of Responses Received to Date

#### 8.2.1 Petitions

To date, a total of FIVE petitions have been received against the ABP development (amounting to joint petitions/ letters against aspects of both developments) as follows: -

1. Residents of Llanmaes have submitted a petition of **457 signatories** objecting to the proposed Northern Access Road and the Service Families Accommodation (North of West Camp and Picketston South West). A copy of the first page of the petition is attached at **Appendix 10a**.

Note: The above petition reflects that sent directly to the Welsh Assembly Government in May 2009 (a copy of which has been provided to the Council) which has **437 signatories**. Although this has not been rigorously examined for comparative purposes, it is clear that the majority of the signatories names are on both petitions. The first page of this petition is similarly attached at Appendix 10a for completeness.

2. A resident of Gileston has submitted a petition totalling **629 signatories** . A copy of the cover letter is attached at **Appendix 10b**.

3. Residents of Millands Park, Llanmaes have submitted a petition totalling **39 signatories** . A copy of the cover letter is attached at **Appendix 10c.** (note: although it only refers to application 2009/00500/OUT, it is taken as being an objection to both schemes insofar as it relates to the Northern access Road)
4. Residents of Boverton, Llantwit Major have submitted a petition totalling **227 signatories** objecting to both applications. Although they support the development of the site previously occupied by the RAF, they specifically object to the proposed NAR and its junction, and the proposal to build SFA on the Tremains Farm. Site. A copy of the cover letter is attached at **Appendix 10d.**
5. A resident of Picketson Close, St Athan, has written a detailed letter of objection, with an attached 26-name petition. A copy of the cover letter is attached at **Appendix 10e.**

### 8.2.2 Letters of Representation

**131** individual letters of representation have been received (some being duplicates or additional representations from individuals) relating to the application (although the majority of cases comment on / object to both the DTC and ABP applications in one submission)

Given the joint nature of such representations, it is notable that the submitted letters of representation have not raised specific objections in principle to the Aerospace Business Park proposals, other than a small number of responses that express concern about the use of land at Batslays Farm, and some that express concerns over the speculative nature of the proposals within an economic climate where the need for such aerospace development is, in their opinion, questionable.

In addition to these matters, the main objections received relate to the proposed Northern Access Road (shared with DTC) and to the potential impact of the engine testing facility at ABP South.

In analysing the nature of such representations, a summary of the geographical areas from which responses have been received is provided below: -

• <b>Llanmaes</b>	31
• <b>Millands Park</b>	35
• <b>Llantwit Major</b>	12
• <b>Boverton</b>	11
• <b>St Athan/ Eglwys Brewis</b>	18
• <b>Flemingston</b>	4
• <b>Picketston</b>	3
• <b>Elsewhere/ Unknown</b>	17

### 8.2.3 Summary of Representations

In summary, it is notable that approximately two-thirds of the individual representations come from residents in the West (Llanmaes, Millands Park, Llantwit and Boverton), as a result of the NAR (and Service Families Accommodation proposals for DTC) proposals in that area.

Given the extensive number of representations, it is difficult to provide a full analysis of every letter of representation. However, the nature of more 'standard' responses is provided first (making up a large proportion of the representations received) followed by a summary of the other key objections raised.

- 'Standard Text' Letters

- **21 letters** of representations have been received from residents in and around Llanmaes (and particularly residents of Millands Park) which, while individually written, make the following points: -

*"The proposed development would place a substantial highway parallel and in close proximity to Millands Park and my residence causing high levels of noise and light pollution.*

*The proposed development would also place a substantial highway on a Greenfield site and pasture land that has for many years been used for grazing livestock and the cultivation of arable crops. The proposed development is likely to cause damage and disruption to existing wildlife habitats and to spoil the natural environment of this very rural area"*

- A second 'standard' letter submitted by **24 residents** states (in relation to ABP) as follows: -

*"I wish to register my objections to aspects of the above applications.*

*These objections concern the Northern Access Road and the Service family accommodation.*

**Northern Access Road** – *The proposals pass through green field land, will lead to considerable noise and light pollution and will entail considerable disruption of the lives of the people of Llanmaes and Llantwit major. In addition it will entail unnecessary expense.*

*I would propose that an alternative route with a separate junction off the B4265, be located on the south side of west Camp entrance, to access both the Defence Technical College and the Business Park."*

- Summary of Key Objections

Following on from the above, the **key objections** raised to the development are summarised as follows: -

- Whole development is speculative and will be aimed at commercial aircraft – 24/7 operational – major noise and light pollution
- Phase 2 development onto Greenfield land at Batslays Farm
- Engine testing – noise and fuel pollution; health implications
- Adverse impact on Listed Batslays farmhouse
- Northern Access Road – in principle; and due to the noise and light pollution as a result, as well as ‘unnecessary expense’
- The information submitted differs from previous public consultations
- Alternative access route to the proposed NAR, with a separate junction off the B4265, should be located on the south side of the West camp entrance, for access to both the DTC and ABP.
- Impact of noise on residents of northern Llantwit from NAR and new junction
- No consideration given to creation of new railway station adjacent to the site
- Disappointed to see opportunity rejected to use waste heat from Aberthaw power station instead of energy centre
- Archaeology impact
- Loss of habitats and biodiversity
- Flooding – especially relating to Boverton
- Change in character of area
- Impact on local roads from additional traffic, especially if used as ‘rat runs’ during construction and when facility in use.
- Unsustainable nature of the development
- Public order and safety grounds
- Impact of construction traffic (prior to NAR) going past individual property/ies on Eglwys Brewis Road.
- The pre-application consultation process has been unsatisfactory and viable alternative plans from VoG residents not given due consideration. In particular, very little information has been supplied when asked for regarding the ABP development

A number of letters which are considered to be representative of the submission from local residents are provided at **Appendix 11**.

In addition, letters from the following organisations have been received: -

- Cynefin y Werin (the All-Wales network of organisations promoting international peace, social justice, human rights and equality) – St Athan campaign group has set out extensive comments in respect of the development proposals, which (with specific reference to the ABP) they consider to be a speculative development dependent on improbable public funding, contrary to the interests of the people of the Vale of Glamorgan and of Wales, being environmentally and economically unsustainable,

based on an unsound, speculative aerospace prospectus. A copy of the letter is attached in full at **Appendix 12**.

- Barry and Vale Friends of the Earth, objecting both to the Aerospace Business Park and to the northern road access and Weycock Cross improvements. A copy of their representations are attached at **Appendix 13**.

#### 8.2.4 Representations received from Member of Parliament and Assembly Members

Representations from concerned local residents have been received via John Smith MP and Assembly Members Jane Hutt and Chris Franks, and are included in the summary above.

In addition, the following representations have been received from the AMs, expressing their own views on the development proposals: -

##### Jane Hutt AM (Vale of Glamorgan Assembly Member)

Has written in to represent her constituents who have objected to aspects of this application which affect them, and also to points raised at the St Athan Partnership forum, which she chairs.

The concerns raised relate to the insufficient length/detail of the consultation process; use of Greenfield land for service family accommodation, which it is felt more could have been done to accommodate this within the footprint of the current site; increase in military personnel and impact on matters such as repair costs; proposal for a 25 foot 'hump' and a new northern access road, including lack of consultation on this element and need for consideration of the local 'alternative'; lack of suitable roads and need to ensure road infrastructure in place prior to college opening; noise pollution from firing ranges.

She also advises that:

"On a more general level, local residents and members of St Athan Partnership have consistently demonstrated their support for the Defence Technical College in particular, and clearly recognise the major benefits it has to offer the local area and wider region.

The planning process itself offers an important opportunity to improve public facilities in St Athan area and the utmost must be done, therefore, to extract Section 106 funding from the applicants. It is also equally important to introduce conditions to alleviate the adverse impacts of proposals relating to noise, pollution and new developments such as the new access roads and Service Families Accommodation.

Members of the St Athan partnership recognise the efforts which have been made during the pre-application stage to accommodate their concerns and priorities and would now like these further details to be addressed"

The letter also enclosed copies of representations (previously received) from Llanmaes Community Council, St Athan Community Council and Llantwit Major Town Council.

A full copy of the letter (excluding enclosures) is attached at **Appendix 14**. (Members will note that the above comments relate in the main to the DTC proposals, but are included here for completeness)

Chris Franks AM

Advises that he has been receiving and increasingly number of protests regarding the bid to build an access road, housing and field training facilities at St Athan. The letter expresses concerns as follows: -

“The Northern Access Road

The proposed Northern Access Road will have a severe impact on the countryside. It will divide the green wedge between the village of Llanmaes and RAF St Athan base in half. The alternative as proposed by the Llanmaes Community Council in their letter dated 24 July 2009 would be worthy of serious consideration.....Given the volume and quality of objections to this application, I would therefore urge you to recommend refusal of these applications”

A full copy of the letter is attached at **Appendix 15**.

Andrew Davies AM (South Wales Central Assembly Member)

Has advised that he has recently met with his constituents who live at Millands Residential Park who have expressed their concerns over the effect of the proposed new Northern access Road on their locality, which include the increased risk of flooding together with effects on wildlife and the local amenity value of the area. There is also concern over the added-on developments that were not revealed in the public awareness events that were held during consultation on the original proposals, including the building of houses on Greenfield site and a rifle range.

Residents are also disappointed that there has been no detailed feedback on an alternative plan drawn up by Mr David Harris.  
(your officers point out that this is addressed within the body of the report)

A full copy of the letter is attached at **Appendix 16**.

## **9. ANALYSIS OF LAND OWNERSHIP / NOTIFICATION RESPONSES** **(including responses to notice under article 6)**

### **9.1 Extent of Notifications (by applicant)**

The development site includes the 293 hectares of MoD St Athan, together with additional and adjoining land that has been, or is in the process of being, acquired by the Welsh Ministers.

While most of the land within the application site is in the ownership of the MoD or the Welsh Ministers, those areas within the application site that are in other ownership are intended to be acquired by the Welsh Ministers, either voluntarily by negotiation, or compulsorily using the compulsory purchase powers under the Welsh Development Agency Act 1975 and the Acquisition of Land Act 1981.

In accordance with statutory requirements, prior to submitting the planning application, the applicant has served statutory notices on all known owners and agricultural tenants (such Notice/ List having been updated since the application to cover anomalies with registered addresses and other matters). The application has also been advertised in a local newspaper.

### **9.2 Land Owner Responses**

In response to the formal Notice, the following responses from landowners have been received: -

#### **Mr & Mrs Lougher (Batslays Farm)**

Batslays Farm will form a large proportion of the Aerospace Business Park subject to the current planning application. Batslays Farmhouse is a Grade II listed building. Our client has lived under the threat of interference with their family business for many years. Plans for approved holiday lets have been put on hold since permission was obtained due to the uncertainty caused by the project.

Our client is in discussion with the WAG concerning the acquisition of their property, but unless and until suitable terms ... are agreed, our client strongly objects to the proposal on the following grounds: -

1. Our client will lose their family home which has been occupied for many generations over a period in excess of 125 years
2. our client will lose the farm buildings from the remainder of the farmland which is not acquired is managed and run
3. the acquisition of our clients land will result in the effective extinguishment of our clients business and livelihood of our client and their immediate family
4. the land which is proposed to be acquired from our client will leave significant areas of our clients land isolated and our client needs conformation that suitable rights of access will be maintained to them
5. the proposed location of the engine test beds some metres from our clients listed building farmhouse will, in operation, make the beneficial use of our client's property impossible

In response, the Lougher's letters advises that "unnecessary intrusion and potential extinguishment of our clients business warrants an objection in respect of both schemes". Such matters are addressed at section 21 below, which includes reference to a further agricultural report prepared on behalf of the applicant.

Edmund & Crystal Romilly - Object to any consent which does not specifically make provision to ensure they retain rights of access over the developed land and any other rights necessary to ensure their ability in respect of any further development of the areas by the proposed St Athan development in which they have an interest.

In response, this is clearly a matter between the land owners and the developer and discussions relating to rights of access to individual properties are a civil matter between the parties. Any further planning applications to develop land will also be subject to consultation.

Hardy, Clement & Romilly families, and Herbert R Thomas (Land adjacent to Weycock Cross, Barry) – Asbri Planning has submitted representations stating that their clients have major concerns that the proposed works to Waycock Cross roundabout would effectively sterilise land being promoted for residential development through the Local Development Plan.

Essentially, while they acknowledge that the applications are illustrative only, and that further ongoing work will seek to refine these drawings, the junction designs are being prepared solely from an engineering point of view and as such do not take into account the need to consider development opportunities, such as those presented to the south-west of the Waycock Cross junction, which will require adequate access arrangements.

In response, while such concerns are acknowledged, these are matters that are considered to be of relevance only insofar as they refer to detailed design matters and, in particular, they relate to land ownership issues and the ability to gain access for future development which is outside of the current Unitary Development Plan, and in no way certain to be considered as a future development site in any regard. In this respect, they are considered matters which should most appropriately be considered through the Compulsory Purchase route, or through negotiation between the landowners and developers.

Persimmon Homes (interest in site known as Walters Farm adjacent to Weycock Cross, which has been submitted as a candidate site as part of the LDP process) - Object to Weycock Cross proposals, being of the opinion that the Weycock Cross proposals are unnecessary given the likely traffic generation from the DTC / ABP proposal; are unwarranted given that they do not feature in the approved Development Brief for the site and lack sufficient detail; and the potential blighting effect on their land which may be detrimental to their development aspirations. They confirm they will also be making objections to the Draft Compulsory Purchase Order



In particular, their highway consultants have advised that there is no need to provide a new 'off-line' roundabout as physical improvements could be made to the existing roundabout that would deliver a similar level of performance. They also state that the new arrangement would have environmental and commercial implications as well as being inherently unsustainable as it does not make best use of existing infrastructure. In writing it is requested that a full copy of their submission is presented to Members. In this regard a full copy of the submission is available on request.

In response, these matters are addressed in the traffic and transport section of the report.

Fairfax & Co, on behalf of Mr. P. C. Hookins (Froglands Farm, Llanmaes) – registers client's concern, possible objection, to the impact this new road scheme (the NAR) has upon land in his ownership, referring to the proximity of the road to his property, and lack of current proposals to mitigate against the noise impact on his property. Suggests a stone wall, 8ft above ground level, would be deemed an acceptable barrier so that some vestige of previously existing privacy can remain to deaden the tyre sound of vehicles using the new road.

In response, impacts of the proposed NAR and the visual impact of that proposal are matters addressed within the body of this report.

## **10. NATIONAL, REGIONAL AND LOCAL STRATEGIC POLICY**

### 10.1 National Policy

The Wales Spatial Plan was originally adopted in 2004 and updated in 2008, and provides an overarching framework which is the main integration tool for the Welsh Assembly Government's One Wales document.

The Vale of Glamorgan is located within an area referred to as "the Capital Region", wherein one of the key priorities is to "*manage the development and impact of identified Strategic Opportunity Areas within South East Wales*" which includes St. Athan.

National Planning Guidance is contained within Planning Policy Wales (2002) and various Technical Advice Notes (TANS). In terms of supporting the economy, paragraph 7.1.1 states that:

*"The Assembly Government is committed to building a modern economy with a broader economic base that provides job opportunities for all and where greater use of modern technology redresses the problems of access and peripherality".*

The following TANS are considered to be of most relevance to the proposal:

- TAN 5 : Nature Conservation and Planning (1996)
- TAN 6 : Agricultural and Rural Development (2000)
- TAN 8 : Renewable Energy (2005)
- TAN 11 : Noise (1997)
- TAN 12 : Design (2009)
- TAN 15 : Development and Flood Risk (2004)

- TAN 18 : Transport (2007)
- TAN 21 : Waste (2001)
- Draft TAN 22 : Planning for Sustainable Buildings (2009)

## 10.2 Emerging Local Development Plan

In 2006, the Council commenced work on the preparation of a Local Development Plan (LDP) which will cover the period 2011 to 2026 and ultimately supersede the Adopted UDP. This document sets out the Council's strategic priorities and broad locations for development in the period 2011 to 2026 and contains the vision, objectives and key policies that the Council wishes to pursue.

The LDP Strategy was approved by Cabinet in March 2009 and reflects the major investment planned at St. Athan:

*“To concentrate development opportunities in Barry and the South East Zone. The St Athan area to be a key development opportunity. Other sustainable settlements to accommodate further housing and associated development.”*

Area Strategy Policy 1: Settlement Hierarchy in the Draft Preferred Strategy (December 2008) identifies St. Athan as a key settlement so as to complement its future role in the Wales Spatial Plan (2008).

A number of the LDP objectives and core strategic policies are considered to be applicable to this proposal, with the most relevant being Objective 5 and CSP 8 which relate to employment.

Objective 5 seeks to *“foster the development of a diverse and sustainable local economy that meets the needs of the Vale of Glamorgan and that of the wider South East Wales region”*.

Core strategic policy 8 supports several objectives including objective 5 and states:

“The employment needs of the Vale of Glamorgan will be met through:

- The enhancement and improvement of existing employment sites;
- Suitable extensions to existing employment sites;
- The safeguarding of existing employment sites from non employment uses; and
- Favouring farm diversification and tourism initiatives.”

In the LDP Draft Preferred Strategy documents (December 2007), St Athan is identified as one of only two ‘key settlements’ in the Vale, Barry being the other, and states that, in St Athan:

“...the focus of development will be on capitalising on the significant investment and employment opportunities arising from the DTA development. New development will also reinforce its role as a key settlement both locally and regionally within the context of the Wales Spatial Plan, ensuring that future investment delivers benefits to its residents and to the Vale as a whole. The overall emphasis will be to ensure sustainable growth both within the framework of the LDP Draft Preferred Strategy and its regional context.”

The purpose of referring to the LDP is to provide context to Members, and as this Plan is at an early stage of production it does not carry weight in the determination of this application, although the evidence which informs the production of that plan does represent a material consideration. In this regard it is clear that the adopted development plan constitutes the UDP, which is considered below.

### 10.3 Unitary Development Plan

The Development Plan for the area comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, which was formally adopted by the Council on 18th April 2005, and within which the following policies are of relevance:

Policy EMP 10 in the UDP refers specifically to St. Athan and states that “further appropriate developments in respect of RAF activity within the RAF St. Athan base will be favoured provided there is no unacceptable impact on local amenity.” The supporting text to this policy recognises that the Base at St. Athan provides an important source of employment for the local economy and supports appropriate expansion within the boundaries shown on the proposals map subject to environmental considerations.

#### *UDP Part 1 Strategic Policies*

Strategic Policy 1	The Environment
Strategic Policy 2	Sustainable Development
Strategic Policies 4 and 5	Economic Development
Strategic Policy 6	Tourism
Strategic Policies 7 and 8	Transport
Strategic Policy 13	Waste Management
Strategic Policy 14	Community and Utility Services

#### *UDP Part 2 Environment Policies*

Policy ENV 1	Development in the Countryside
Policy ENV 2	Agricultural Land
Policy ENV 4	Special Landscape Areas
Policy ENV 5	The Glamorgan Heritage Coast
Policy ENV 7	Water Resources
Policy ENV 10	Conservation of the Countryside
Policy ENV 11	Protection of Landscape Features
Policy ENV 12	Woodland Management
Policy ENV 13	International Areas of Nature Conservation Importance
Policy ENV 14	National Sites of Nature Conservation Importance
Policy ENV 15	Local Sites of Nature Conservation Significance
Policy ENV 16	Protected Species

Policy ENV 17	Protection of Built and Historic Environment
Policy ENV 18	Archaeological Field Evaluation
Policy ENV 19	Preservation of Archaeological Remains
Policy ENV 26:	Contaminated land and unstable land
Policy ENV 27:	Design of new developments
Policy ENV 28:	Access for disabled people
Policy ENV 29:	Protection of Environmental Quality

#### *UDP Part 2 Employment Policies*

Policy EMP 2	New Business & Industrial Development
Policy EMP 3	General Industry
Policy EMP 4	Protection of land for Employment Uses
Policy EMP 5	Developments involving hazardous waste
Policy EMP 6	Developments adjacent to hazardous uses
Policy EMP 10	St Athan

#### *UDP Part 2 Transportation Policies*

Policy TRAN1	Strategic Highways
Policy TRAN 2	Local Highways
Policy TRAN 3	Rail Development
Policy TRAN 4	Interchange at Rail Stations
Policy TRAN 7	Strategic Public Transport
Policy TRAN 9	Cycling Development
Policy TRAN 10	Parking
Policy TRAN 11	Road Freight

#### *UDP Part 2 Sport and Recreation Policies*

Policy REC 12	Public Rights of Way
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#### *UDP Part 2 Waste Management Policies*

Policy WAST 1	Provision of Waste Management Facilities
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#### *UDP Part 2 Community and Utility Services Policies*

Policy COMM 8	Other Renewable Energy Schemes
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### 10.4 Supplementary Planning Guidance

The development should also be considered against the following pieces of Supplementary Planning Guidance (SPG):

- Design in the Landscape SPG
- Planning Obligations SPG
- Public Art SPG
- Sustainable Development- A Developer's Guide SPG
- Conversion of Rural Buildings SPG
- Trees and Development SPG

## 10.5 St. Athan Development Brief

An adopted Development Brief outlines the proposals for the St Athan site, confirms the relationship of the Defence Technical College and the Aerospace Business Park proposals, and provides a basis for the consideration of any future planning application(s) for the St Athan site.

The Brief was prepared on behalf of Metrix, the Welsh Assembly Government and The Vale of Glamorgan Council and is designed to provide a framework for the future development of the St Athan site.

The document was prepared in accordance with the Council's protocol for development briefs and was subject to extensive public consultation, following which it was formally adopted for development control purposes by the Council in July 2006. Accordingly, it is "...a significant material consideration in the determination of any future planning application(s) for the site".

The application site boundary corresponds largely with the development boundary shown in the Development Brief, save that the application site includes land required for highway improvements at Gileston to Old Mill and Waycock Cross (although the likely necessity for off-site highway improvements is mentioned in the text) and for replacement aeronautical ground lighting on land to the west of the B4265.

Since the Brief was adopted in July 2006, the proposal has been developed and amended, resulting in a number of changes in the development that is now proposed as part of the current planning application. The more important of these changes (relating solely to the ABP development) may be summarised as follows:

- the abandonment of proposals to serve the ABP development south of the runway from within West Camp and the introduction of a Southern Access Road from the B4265;
- the proposal to develop a new engine running facility at ABP South to replace one of the existing facilities at ABP North; and
- the abandonment of proposals to close Eglwys Brewis Road and to widen and realign minor un-named roads at the northern end of the site.

Although these changes are not reflected in the adopted version of the St Athan Development Brief, they lie largely within the defined development boundary.

The development brief confirms the close relationship between the DTC and the ABP and states that "the WAG have consistently supported the aim of regenerating St. Athan in order to bring forward what is the principal aerospace development opportunity in Wales." The brief also refers to the UK Government's policy statement on 'The Future of Air Transport' (December 2003) which supports regional aerospace growth and the establishment of a centre of excellence for aircraft maintenance at St. Athan.

The development Brief may be viewed on the Council's website at: - [http://www.valeofglamorgan.gov.uk/living/planning/planning\\_policy/development\\_briefs.aspx](http://www.valeofglamorgan.gov.uk/living/planning/planning_policy/development_briefs.aspx)

## **11. ISSUES**

Taking into account the above national, regional and local policy context, together with the local context of the proposed site for the development, it is considered that the primary issues to consider as part of this application are as follows: -

1. The principle of additional development at the Aerospace Business Park, taking into account national, regional and local strategic policy, and the extent to which there is justification for any departure from the Development Plan, having regard to impacts and benefits
2. The overall sustainability merits or otherwise of the proposals
3. Consideration of Environmental Impacts of the development as a whole including, but not restricted to, the impact on traffic, noise, pollution, existing local communities, drainage, and the water environment
4. The transport impact of the proposals including in terms of their effect on the local highway infrastructure and on highway safety in general and including matters relating to sustainable transport.
5. The potential for mitigating the effects of the development on the local and wider area through design, phasing, the use of conditions and legal agreement

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Each of these key issues is addressed throughout the report, rather than specific sections dealing with each main issue. The general principle of, and need for, developing the Aerospace Business Park is considered first. In assessing the impact of the development against these key issues, the report is then sub-divided into key topic areas (e.g. Sustainability; Environmental Impacts; Traffic & Transport; Hydrology, Geology & Hydrogeology; Historic Environment; Ecological Issues; Landscape & Visual Assessment; Agricultural Impact).

The report then gives consideration to overall matters of phasing and section 106 Requirements.

## **12. THE PRINCIPLE OF DEVELOPING THE AEROSPACE BUSINESS PARK**

### **12.1 Analysis of the proposals against existing and emerging national and local policy**

As indicated above, the Wales Spatial Plan identifies St Athan as a Strategic Opportunity Area for sustainable development. The WAG's 'People, Places, futures – The Wales Spatial Plan 2008 update' refers to the fact that ongoing work on local development Plans must have regard to the Wales Spatial Plan.

The Wales Spatial Plan recognises the coastal zone of South east Wales as the main economic driver of the region and that it needs to remain competitive to help raise the economic potential of the remainder of Wales

It is against this context that work has progressed on the Preferred Strategy of the Local Development Plan which seeks to concentrate development opportunities in Barry and the Southeast zone. The strategy recognises that St Athan is to be a Key development Opportunity.

National planning policy is set out in Planning Policy Wales (as amended), and Technical Advice Notes (TANs). The Welsh Assembly Government is committed to sustainable development and Planning Policy Wales sets out the Assembly's main objectives:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- The maintenance of high and stable levels of economic growth and employment.

Planning Policy Wales also sets out a preference for the re-use of previously developed land, which is defined as "that which is or was occupied by a permanent structure, excluding agricultural or forestry buildings and associated fixed surface infrastructure." A large part of the site represents previously developed land in terms of this definition.

Planning Policy Wales also sets out the Welsh Assembly Government's commitment to building a modern economy for Wales that will have a "broader economic base that provides job opportunities for all and where greater use of modern technology redresses the problems of access and peripherality". The Welsh Assembly Government's economic development objectives are to:

- Enhance the economic success of both urban areas and the countryside, helping businesses to maximise their competitiveness;
- Support initiative and avoid placing unnecessary burdens on enterprise;
- Respect and encourage diversity in the local economy, for example, in rural areas encouraging farm diversification and in urban areas promoting mixed use development;
- Promote the exploitation of new technologies which can provide new opportunities; and

- Ensure that development for enterprise and employment users is in line with sustainability principles, respecting the environment in its location, scale and design.

The large majority of the land involved in the application for the Aerospace Business Park is located within the confines of “RAF St Athan”, an area defined by the Unitary Development Plan and covered by Policy EMP 10 wherein *“further appropriate developments in respect of RAF activity within the RAF St. Athan base will be favoured provided there is no unacceptable impact on local amenity”*.

In this regard, the supporting text to the Policy recognises that St Athan provides an important source of employment for the local economy.

In addition, it is noted that the process of introducing non-military uses to the St Athan site has been in progress now for some years, with WAG having recently leased one of the two DARA main hangars to ATC Lasham, a company carrying out maintenance and repair of civilian aircraft, and further civilian commercial users having been attracted to site and operated from it, including - Lufthansa Resource Technical Training (LRTT); Britten-Norman Defence; Total Engine Support (TES); Bond (SW Police) Air Services Helicopters; and Juliette.

In effect, the application site is already (partially) in use as an Aerospace Business Park, with the current proposals seeking to reaffirm such use through rationalisation of existing structures and the introduction of new infrastructure to develop further such a use into a strategically important centre of aerospace excellence.

Within this context, although acknowledging that the development is not strictly “in respect of RAF activity”, the development of the Aerospace Business Park where it falls within the EMP 10 UDP boundary is considered to be in general accordance with the UDP subject to an analysis of its impact. The proposed extension onto agricultural land to the south (ABP South), however, is excluded from the EMP 10 boundary, and is instead classified as countryside. Accordingly, such development would represent a departure from the development plan (UDP Policy ENV 1 primarily refers) as would be the construction of the proposed Northern Access Road in the west of the site (although these remain within the extent of the site identified in the approved development brief).

These elements of the development will, therefore, require examination to determine whether there are any material considerations of sufficient weight to override the normal policy presumption against development in the countryside (UDP Policy ENV 1 primarily refers). The overall impacts of the development in terms of matters such as noise, landscape impact, traffic and transport etc. then need to be addressed.

As detailed above the emerging Local Development Plan Draft Preferred Strategy identifies St Athan as one of only two ‘key settlements’ in the Vale, which states that the focus of development will be on capitalising on the significant investment and employment opportunities arising from the DTC development.



It is also relevant that, as part of the LDP process, the Council has commissioned consultants B E Group to assess the supply, need and demand for employment land and premises in the Vale of Glamorgan between the period 2011 to 2026. That study recognises the regional role of MOD St. Athan and the important contribution it makes to the Vale's overall employment land supply.

The study emphasises that a third of the Vale's potential employment land supply is currently allocated adjacent to the Bosch factory at Miskin (Policy EMP1 [19] refers), however much of this land currently falls within a minerals safeguarding area (Policy MIN 3 refers) and could potentially be de-allocated in the emerging LDP. The study notes this and points out that if this occurs then the proposed ABP will compensate for its loss in terms of overall employment land supply.

The study also states that the Council should support appropriate business development proposals at St. Athan which is identified as both a "flag ship site" and "narrow band site" in the consultants' alternative site hierarchy. It also points out that there are likely to be spin off effects from St. Athan such as increased employment land take up and the ABP will help in this respect.

A significant proportion of the Vale's highly skilled work force currently out commute and the St. Athan developments should also assist in encouraging more of these people to work locally which is to be welcomed in sustainability terms.

In addition to the above, taking the development as a whole, the wider economic benefits of the scheme are addressed below, and are accepted as being positive and of great significance to the local area, such that they represent a material consideration of substantial weight in assessing the acceptability of the development.

## 12.2 The Principle of the NAR and a consideration of other Highway Access Options

The ABP application site includes the majority of the length of the new Northern Access Road (up to the entrance to ABP North), which it is intended to serve both the DTC and ABP North. In this respect, the primary justification for such development falls to be considered as part of both applications. Clearly the NAR is contrary to policies contained within the UDP and it is important that this issue is addressed and considered at the outset.

The access to existing aerospace development at MoD St Athan is via two principal gates: West Gate, which is accessed from the B4265, near Boverton; and East Gate, which is accessed from St Athan Road, north of St Athan village.

Members will note that a key objection to the application relates to the principle of developing a new Northern Access Road (NAR), referring to the impacts of that road and associated junctions on the amenity of residents and the wider environment. These are also matters that have been the subject of petitions submitted to the Council. The principle of the NAR and possible alternatives are addressed below, and the impacts of the road in terms of issues relating to residential amenity and other interests of acknowledged importance are addressed in the various relevant sections of this report.

Within this context, the access proposals include a new Northern Access Road (NAR) to serve both DTC and ABP North – providing separate entrances to each – and a new Southern Access Road to serve ABP South only. The NAR also provides access to three of the four SFA areas submitted as part of the DTC proposals.

The applicants' decision to incorporate a new Northern Access Road (NAR) to serve the development (and associated DTC proposal) represents a departure from the Unitary Development Plan. It has also, in the view of your officers, been one of the most contentious of the development proposals, with significant levels of objections (including petitions) received from residents at Milllands Park, from Llanmaes, and Boverton.

The proposal to provide a new main access into the site via a new road for the B4265 was referred to in the St Athan Development Brief. This recognised the advantage of such an approach in that the traffic would benefit from a direct and separate access onto the main B4265. It is envisaged, and was envisaged at the time of writing the Development Brief, that the DTC and the ABP (north) would benefit from the same access road.

At the time of writing and consulting on the Brief, it was however envisaged that the existing public highway (Eglwys Brewis Road) would need to be closed and diverted as a public highway to create that new road. However, as advised elsewhere, this is no longer the case.

Given that the provision of such a new access undoubtedly has an impact upon nearby properties and on the general rural character of the locality, the analysis of the options considered by the applicants is therefore of paramount importance in seeking to justify such extensive new development, which itself also has implications for the proposed Service Families Accommodation (proposed within the DTC proposals) which are enclosed by, or straddle, the NAR.

In this respect, the submitted Planning Statement (at Appendix C of that document) has provided details of the applicants' consideration of the alternative highway options open to serve the development, these options being subdivided as follows: -

- Access from the North          Northern Access Road  
Eglwys Brewis Road
- Access from the South          Tunnel under the runway  
Tunnel under the western end of the runway  
Southern access east of the runway
- Access from the East          St Athan eastern bypass  
St Athan inner bypass
- Access from the West          Access through West Camp.

While all these options were considered by the Welsh Assembly Government (or the WDA) between 2003 and 2009, consideration of the latter option through West Camp was only made after such proposal was raised during public consultation. The above options were discounted on the following (summarised) grounds: -

- Access from the North - The upgrading of Eglwys Brewis Road was considered unacceptable, principally on environmental and construction phasing grounds;
- Access from the South – each option involved a new bridge over the railway, with two requiring a tunnel under the runway. Tunnel options have been dismissed on grounds including: construction, maintenance and operational issues; affordability; and security and public safety (tunnel under an operational runway), together with phasing difficulties.
- Access from the East - Both options would have significant environmental impacts, while neither option provides access to ABP South or access to SFA sites.

Consideration of each access option has been guided by four basic principles, these being the necessity to maintain the national and local security of West Camp for the MoD; a requirement to deliver an enhanced ABP to accommodate the Welsh Assembly Government's proposals; necessity to avoid extraneous traffic passing through St Athan village; and airfield airside access, runway operation and runway safety. These four basic principles, according to the applicants, have been supplemented by other considerations, including those related to environmental, engineering and safety.

Within this context, the Council accept that the above options would not represent acceptable or appropriate access arrangements for the combined DTC/ ABP developments.

The potential for access to be achieved from the west requires further examination, not least because a local resident, in conjunction with Llanmaes Community Council, has submitted an alternative access proposal through West Camp which they consider negates the need for the NAR.

The applicants' initial submissions have noted that public consultation suggested that a new access be constructed from the B4265 from the west through West Camp, instead of the currently proposed Northern Access Road. They submit that an access through West Camp is technically feasible (as has been suggested by the residents 'alternative' plan), but is unacceptable for a number of reasons, these including: -

- That it would “prejudice national and local security, and the efficiency, viability and operation of the existing West Camp through adverse impacts, including: loss of buildings, reduction in buildable footprint and additional security requirements to accord with national counter terrorism measures”.
- The Welsh Assembly Government would not support the loss of developable land within the ABP which would adversely affect the economic viability and efficiency of its proposals.

- Introduction of new through traffic into the ABP would allow public access into secure zones, create security and health and safety issues (that is, access to airfield airside and FOD (Foreign Object Damage) hazards).
- The Welsh Assembly Government would also not support activities that would infringe the safeguarding of the airfield.
- An access through West Camp would introduce unmanageable phasing difficulties for the DTC and ABP as there would be a need to construct a new railway crossing to enable the main site construction activities to commence. Any new crossing would require the formal approval of Network Rail and would result in considerable delay to the project through negotiation and construction of the new bridge.
- A West Camp access would also require separate improvements to existing road infrastructure to serve proposed SFA sites.

Although these submissions covered the principle of such access, the applicant was requested to provide comments on the suggested alternative, should they differ from those previously expressed in considering such potential access arrangements. In response, the applicants have advised as follows: -

*The Community Council and Mr Harris propose an alternative access off the B4265, south of the existing West Camp access. Consideration has been given to the effects that such an arrangement would have on the proposals and, for the reasons set out in Appendix C to the DTC Planning Statement, Paragraphs 424 - 428 of the ABP Planning Statement and Section 2.2.3 of the Environmental Statement, which include national and local security, loss of buildable footprint, viability, efficiency, loss of buildings, additional security and timing, it would not be appropriate to provide a public access road to the DTC and ABP through West Camp.*

*Notwithstanding the above, there are two fundamental issues that negate such a proposal. Firstly, it has already been confirmed that West Camp (which includes the area known as Llantwit Road) is and will remain for the foreseeable future in active military use. It is a secure, protected environment. Secondly, in conjunction with the above, the requirements for operational airfield regulations sterilise large areas of land adjacent to the runway from any form of infrastructure and or development. The combination of these two issues alone therefore renders any form of access at this location unacceptable.*

At this stage, it is to be noted that the approved Development Brief considers the access proposals, and refers to the need for the construction of a “new Northern Access Road, to run from a new junction on the B4265 and to serve as the principal access to both the DTC and the northern part of ABP”, such new road being characterised as a new “direct and separate access onto the main road that bypasses both Llantwit Major and St Athan”. In addition, the Brief (including the aerial photomontage on the front cover) shows a meandering route within the land to the west where the NAR is now proposed. The proposed NAR is therefore considered to broadly reflect the approved development brief, albeit it’s precise route and physical impact is now open to scrutiny (and will be assessed within the report).

While the alternative proposed by the local resident and Community Council represents substantive new information post-development brief that requires consideration as part of the overall analysis, nevertheless it is accepted that such an option does not represent a feasible solution for accessing the development proposals.

Given the levels of additional traffic that would be generated by the development proposals cumulatively, however, it is accepted that there is a requirement for a new access with a good quality link to the existing highway network, with the highway authority having been involved in detailed discussions over such matters. The impact of such a new access on local residents and the general character of the area are matters that are considered further within the body of the report.

### 12.3 The Principle of the Southern Access Road (SAR)

The access proposals also include a new Southern Access Road to serve ABP South only, leading from the B4265, and replacing the existing bridge over the railway line. This new access road exceeds the new internal site access initially suggested by the approved development brief for ABP South.

The submissions indicate that the current lack of a southern access road leads to problems relating to crossing the runway to access land to the south, which would be exacerbated by increased operational activity following development of the site. In order to address both of these issues, transport assessment work and option analysis has concluded that there is a requirement to deliver a separate southern access road into the development.

In this respect, it is accepted that the SAR will provide a better and more direct access to that part of the redeveloped site, the impact of which is assessed later in the report, as is the impact and choices relating to highway improvements at Gileston to Old Mill and Weycock Cross, which also form part of the ABP application.

### 12.4 The Economic Case for the Development

The promotion of the site at St Athan for a Defence Technical College and Aerospace Business Park has resulted from the opportunity that exists to build upon the skilled workforce that already exists in the area. The Defence Training Review has led to an approach of rationalising elements of Ministry of Defence training to a single modern site, and the successful bid to the defence training review Rationalisation programme was developed and progressed alongside WAGs own proposals for an Aerospace Business Park, to attract new companies and jobs to St Athan. WAG sees this as complementing existing opportunities at Talbot Green, Nantgarw and Cardiff Airport.

The Welsh Assembly Government sees the development of the ABP as crucial to maintaining the existing south and south-east Wales aerospace cluster. It is intended that the proposals will be able to take advantage of the skilled workforce in the area and will complement the DTC, both of which will provide long term economic benefits for the region.

As part of the application, the applicant has submitted an 'Economic Impact assessment' drawn up following the undertaking of a study to provide information into the potential economic effects of the proposed Defence Technical College and Aerospace Business Park. The study has quantified the economic effects of the development proposals and where this has not been possible a qualitative assessment has been provided.

The Economic Impact Assessment identifies that all the economic impacts identified are positive and are considered to be nationally important and will lead to long term benefits. The underlying study also highlights that a significant portion of these effects may be felt at the local level and that this is likely to be especially important in the context of the current financial crisis.

Key findings (DTC and ABP) include an estimate of 5,065 to 6,190 jobs (total net additional employment and includes trainees) as a result of operational activities within the local travel to work area and would represent 2 to 3 per cent of its economically active population (estimated to be 230,500 in 2007). In addition, gross value added within Wales as a result of operational activities is estimated to be £433m to £530m this being significant compared with Welsh gross value added of £44.3 billion in 2007.

In terms of construction Employment, the Economic Impact Assessment identifies that the direct employment opportunities created during the construction period will cause indirect or multiplier effects as a result of increased spending in the local area and this will in turn generate further job opportunities.

Wider economic effects identified and described qualitatively in the study include:

- Positive impact on competitiveness of aerospace cluster in South Wales;
- Training Benefits arising from ABP; and
- Positive effects between the development of DTC and ABP.

The Economic Impact Assessment concludes that the creation of job opportunities does not necessarily imply that the local population will take advantage of them as contracts tendered for the work will be competitive and there is a possibility that some non-local contractors could be more competitive. Metrix have, however, indicated that an appropriate level of commitment will be made in this respect through establishment of an on-site jobshop as well as use of local Vale jobcentre plus to advertise and recruit construction workers including mobile facilities to tour the local communities to ensure that potential employees are aware of the forthcoming opportunities. It is understood that initiatives will be further developed through the introduction of a labour recruitment strategy.

The submissions advise that considerable interest in the site has been expressed by the aerospace sector, with a large number of continuing active enquiries and five companies already located on the site. One is involved in training, the second is carrying out modifications but intends to engage in the manufacture of small aircraft on the site, the third is using the site for storage associated with aerospace business and the fourth (Bond Aviation Services) runs the South Wales Police helicopter services. The masterplan reflects the retention of these uses, with the surrounding development land being designed in accordance with

the following economic principles, extracted from the Updated Demand Study for the development of an Aerospace Business Park at St Athan.

There is also significant interest among local businesses in South East Wales regarding the business opportunities from the proposed development. The Welsh Assembly Government has undertaken awareness raising initiatives among both the public and private sectors. This has included local service providers, manufacturers and professional bodies.

In terms of job generation at ABP alone, it is anticipated that direct employment could be up to 1500 in phase 2 and 2300 in phase 3, and there is a strong aspiration that ABP will enable the re-employment of people who previously worked on the site for Defence Support Group, with a wide range of jobs created at the ABP relating to the existing skills base in the area from the previous and present occupants, as well as creating some further growth from diversification in the local economy through ancillary and induced employment.

The types of employment generated through the development are anticipated to include:

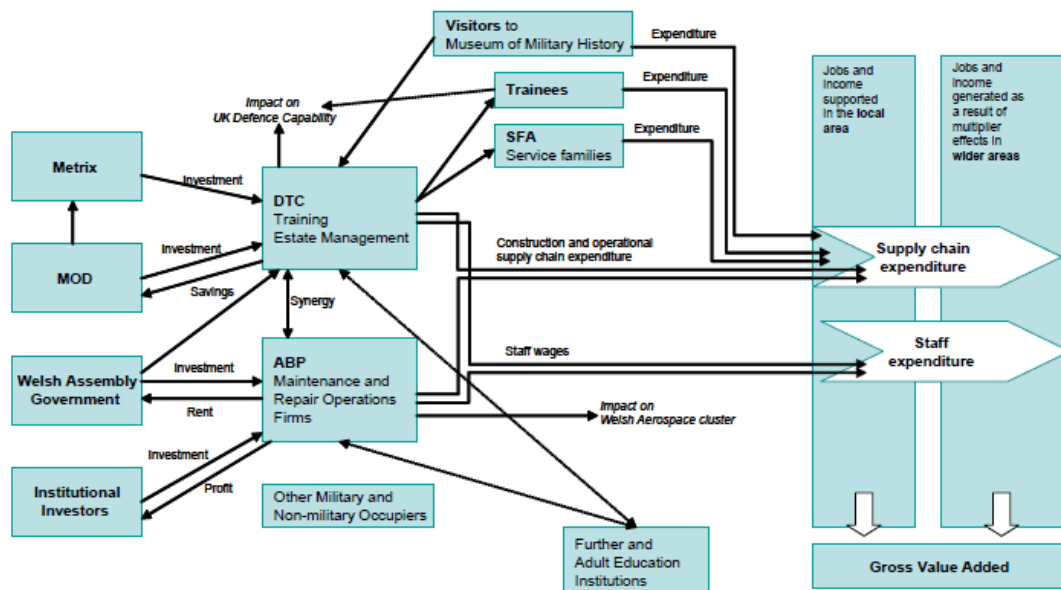
- Base maintenance;
- Wheel and brake overhaul;
- Seat overhaul;
- Rotary wing and aircraft recycling;
- Off wing activities (NDT research);
- Office-based;
- Control surfaces/composites;
- General aviation maintenance;
- Paint spray; and
- Research and development (non-runway related).

Ancillary employment created will include catering; retail; cleaning; security; transport; and buildings and maintenance jobs.

In addition to this, ancillary employment is likely to account for 5% to 10% of direct employees, with other employment off-site created in the local vicinity of St Athan, which would be required to support the supply chain of the companies working in the ABP. The submission indicate that, typically, indirect and induced employment (jobs required to support the ABP employees living in the area such as doctors, dentists, solicitors etc) can account for 20% to 30% additional jobs over and above the direct and ancillary employment opportunities at ABP, which are estimated at 600 jobs.

The diagram below has been taken from the applicants Economic Impact Assessment to highlight the likely economic flows associated with the proposal.

**Figure 2.2 Potential economic flows associated with the proposal**



Source: Entec UK Ltd

Figure 5: Potential Economic Flows associated with the proposal

The figure presents a simple conceptual framework (model) of the economic 'flows' produced by the proposal on the local/regional economy. These arise from:

- Direct impacts of DTC and ABP spending;
- Indirect impacts of DTC and ABP spending; and
- Induced impacts through spending by DTC and ABP employees, etc.

In addition, further expenditure is expected as visitors that attend the site over and above direct employees, for example business tourism to ABP.

Taking all of the above into account, it is clear that the potential economic benefits are significant, and this has to be carefully considered when assessing the merits of the proposal, and in this respect it is also notable that the Council's Economic Development Unit has expressed the view that the opportunities that the development could bring to the Vale of Glamorgan are significant and diverse, that it is the largest inward investment seen in the Vale (the DTC), and has the ability to impact upon a variety of aspects of life in the Vale of Glamorgan. It also has the possibility to create significant numbers of jobs which hopefully the local workforce will be able to benefit from the establishment of a job shop / local labour recruitment strategy.



## 12.5 Summary

In summing up, when assessing the principle of development, the following is of particular significance: -

- Reference to St Athan as a Strategic Opportunity Area within the Wales Spatial Plan
- The policy context provided by the Unitary Development Plan, specifically Policy EMP 10 which encourages further appropriate developments in respect of the RAF activity within the RAF St Athan base.
- The sustainability credentials of the scheme, delivering sustainability in terms of location of development, linking Defence and Civil aviation and employment. The positive benefits of co-locating employment, training and associated facilities, in this instance outweighs the loss of greenfield land to accommodate aspects of the development.
- The economic benefits of the scheme and associated job creation opportunities arising as a consequence of both the DTC and ABP proposals also carry weight in assessing the principle of the development.
- The principle of the proposed NAR and consideration of alternative highway options.

Given the magnitude of the development proposal it is necessary to adequately consider, even at outline stage, the principle and likely impacts of the individual elements which make up the scheme as a whole. The following section seeks to identify the key parts of the development and assess them on a site-specific basis to identify any key issues arising from the proposals.

Against this positive conclusion in respect of the overall principle of the development in strategic terms, it is necessary to break down the development into topic areas, followed by an assessment of the site-specific development in order to be satisfied that there would be no unacceptable harm to interests of acknowledged importance and / or that any such impacts can be adequately managed, controlled or mitigated.

## **13. SITE SPECIFIC DEVELOPMENT AND ANALYSIS**

This section of the report seeks to deal with the primary development related to the ABP, these are considered in turn below:

### 13.1 Northern Access Road

Access to the ABP (north) as well as the DTC and associated developments will be via a new Northern Access Road (NAR), the details of which have been included in full for consideration at this outline stage. The new NAR will be built from the B4265 between Boverton and Llanmaes Traffic Signal Junctions and designed to Design Manual for Roads and Bridges (DMRB) standards. A combined footway/cycleway link to existing public transport (bus and train) facilities is included in the design of the NAR. It is proposed that street lighting will be provided along the entire length of the NAR.



Figure 6: Proposed Northern Access Road including (in part) Service Families Accommodation sites accessed off the NAR

Traffic to and from the site will therefore be provided with direct access onto the B4265, that bypasses both Llantwit Major and St Athan. To reduce traffic movements through St. Athan village, all junctions to the road have been designed to prevent access by westbound vehicles. It is envisaged a Traffic Regulation Order (TRO) will be needed to restrict westbound vehicles turning left in to ABP from Eglwys Brewis Road, which can be controlled by condition. Furthermore, access eastbound to St Athan from the DTC & ABP junctions on the NAR will not be permitted.

The Council, as highway authority is satisfied that the design of the NAR complies with national guidance and highway standards. New junctions serving the DTC and ABP sites will be self policing in reinforcing the direction of the traffic flows arriving and departing via the NAR and B4265. The design of the NAR has been developed having regard to the operational needs of the ABP and DTC combined.

Various junction configurations were considered for the main junction onto the B4265 before the signalised acute Tee junction was finally adopted. This form allows for the junction into the SFA at Tremains Farm to be optimally positioned to accommodate the required vision splay and stacking queue length on the NAR from the B4265 and the bridge over the Brook as well as accommodating military convoys turning onto the NAR from the B4265.

Junctions are proposed at various points along the NAR to access the following:

- Tremains Farm SFA site;

- Llanmaes Lane, the Caravan Park and Picketston South West SFA site;
- North of West Camp SFA site;
- DTC hotel, community & sports facilities;
- Eglwys Brewis Road;
- ABP North – traffic signal controlled junction with restricted movements on the south side;
- Crash gate emergency vehicle access on the south side;
- DTC Gate 1 (Main Access) – traffic signal controlled junction with restricted movements on the south side.
- DTC Gate 2 (RID) and Gate 3 (FTA) – traffic signal controlled junction with restricted movements on the north and south sides;
- Picketston Lane junction with restricted movements on the north side;
- Picketston Close on the north side;

The principle of accepting the concept of the Northern Access Road across (in part) greenfield land has been considered above at section 12.2 which provides an analysis of the rationale for a new highway in this location, as well as the alternative options that have been considered and discounted.

However, whilst the principle of the NAR has been accepted, it is nevertheless necessary to provide a full assessment of this element of the development, to understand and consider its acceptability in visual impact terms. This section therefore considers the physical impact of the NAR, including matters such as its width, form (including footway / cycleways) and lighting.

#### 13.1.1 NAR – Consideration of Impacts

In summary, the NAR proposals involve the provision of approximately 1.8km of new carriageway, which would link the B4265 through to Eglwys Brewis Road, joining the existing highway to the west of it's junction with Picketston Close (although in respect do the ABP application alone the road extends as far as the proposed ABP north gate only).

The access point onto the B4265 would be sited approximately 500m south of the junction with Llanmaes and 550m north of the junction with Eglwys Brewis Road. It would run broadly parallel with Eglwys Brewis road, at a distance of between 200m and 250m.

Given the undulations in existing ground levels along the proposed route of the NAR, the height of the proposed road relative to the existing land would vary, however, in the main it would lie between the existing ground level and approximately 1.5m-2m above existing ground level. For limited sections of its route there would be greater differentials between the existing land and the carriageway, most notably where it crosses the Llanmaes Brook, approximately 7m-8m above the existing lie of the land for a distance of some 70 metres. In this regard and in this particular instance, the width of the dip within which the brook lies largely dictates the level of the new road and the height of its crossing. Once the road traverses this dip in the landform, it then closely follows the level of the existing land.

Either side of the proposed new carriageway the land would be graded down to the level of the adjoining field, with the exact profile being dependent on the height of the road. The carriageway varies in width between approximately 9m and 12m, depending on its section and the proximity to junctions into the SFA sites. The development as a whole, including the graded banks on either side, measures up to a width of 18m.

### 13.1.2 Landscape and Visual Impacts from surrounding views

The primary views and impacts of the proposed NAR within the wider landscape are summarised below:

From Public Rights Of Way (PROW) East and South East of Llanmaes:

- Clear views of the NAR from the PROW network to the north west.
- Views, nevertheless are partially screened by planting along the northern edge.

From PROW north of Llanmaes

- Only partially visible from broken points and at longer range views.
- As a result of the above, less significant impacts would be felt, with a less appreciable change in the character of the land.

From Llanmaes village

- NAR visible at a distance of approximately 500m.
- Higher impacts from the south east sections of the village, with the development less appreciable from the northern sections.
- Views would be filtered by hedgerows along northern edge and along the southern edge adjacent to Tremains Farm SFA.

Millands

- Direct and close range views of the NAR, particularly where elevated to cross Llanmaes Brook, resulting in a notable change in character.
- Partially screened by proposed hedgerows and a false cutting, although it is considered unlikely that this would fully screen views.

Froglands and surrounding dwellings

- Direct and close range views of the NAR from the area around Froglands Farm and Old Froglands.
- Partial screening from the proposed hedgerows, however, given the proximity, unlikely to provide full screening at particularly close range.

Eglwys Brewis

- Highly visible from residential properties around Picketston Close around the western part of the settlement,

- The level of impact would decrease with distance to the east and north (around Chestnut Avenue and Elm Grove). From these points the road would only be particularly appreciable from first floor rooms.
- Close range and oblique views of the NAR around Eglwys Brewis Church and Lime Grove.

St. Athan.

- Given the distance from St. Athan village to the site, and the density of existing buildings within the existing West Camp between it and the proposed NAR, its visual impact will not be significant.

### 13.1.3 Analysis of landscape impacts from surrounding viewpoints

Given the length and general form of the proposed NAR, and the unspoilt rural character of the land at present, the construction of a formalised NAR will undoubtedly have a significant visual impact on the wider landscape. The natural topography of the surrounding areas of countryside to the north will also provide views of the road from higher ground, ensuring that it is highly visible from a series of public viewpoints.

Its direct proximity to a number of existing dwellings along its route will also result in significant close range landscape changes for a number of individual properties, as well as an appreciable increase in traffic activity.

The Environmental Statement acknowledges that significant changes to views would be experienced by visual receptors up to 1km from the development site boundary and in some instances, buildings, roads and landscape features would be visible immediately adjacent to PROW and residential areas.

However, whilst the changes to the existing landscape would be significant, given the magnitude of change, it is not considered that this in itself renders the development fundamentally unacceptable. As noted above, the approved St. Athan Development Brief includes a new access road in this broad location, and this has been accepted in highway safety and logistical terms as the most appropriate location for an access to the DTC and ABP developments.

Along the eastern section of its route the NAR would follow the approximate height of the existing land, however along other sections, generally in the western part closer to the B4265, it would be constructed to a raised level, most notably where it would cross the Llanmaes Brook, just to the east of the junction with the Tremains Farm SFA site.

However, whilst this would serve to increase its visual impact within the wider landscape from certain viewpoints to the north and north east, it is considered that the height differential would not be significant in the wider context and would not markedly add to the visual impact of the development as a whole. It should also be noted that from these views to the north, this section of the road would be viewed directly against the backdrop of new housing within Tremains Farm and existing housing at West Camp.

It is accepted that the road would lie at a significantly higher level than the existing land where it crosses the brook, however, this differential is relative to the level of the watercourse, which lies in a marked depression in the landscape. The bridge is also required at this height to accommodate the new access track to Millands Farm, which would be most appropriately and sensitively sited under the NAR, as opposed to creating a more visually intrusive crossing point above it.

The areas of land either side of the bridge would require a more substantial degree of grading and landscaping to mitigate the impact of the change in levels, however, it is considered that this would, in time effectively assimilate with the adjoining fields. The carriageway would then closely follow the height of the land on either side where it rejoins the more consistent topography.

Therefore, whilst the objections received in respect of these matters have been fully considered, it is considered misleading to suggest that the highway would be appreciably viewed within the wider landscape as sitting 7-8m above the general lie of the land, given that this is a direct result of a dip in one location along its length, and the fundamental need to maintain a vehicular access to Millands Farm.

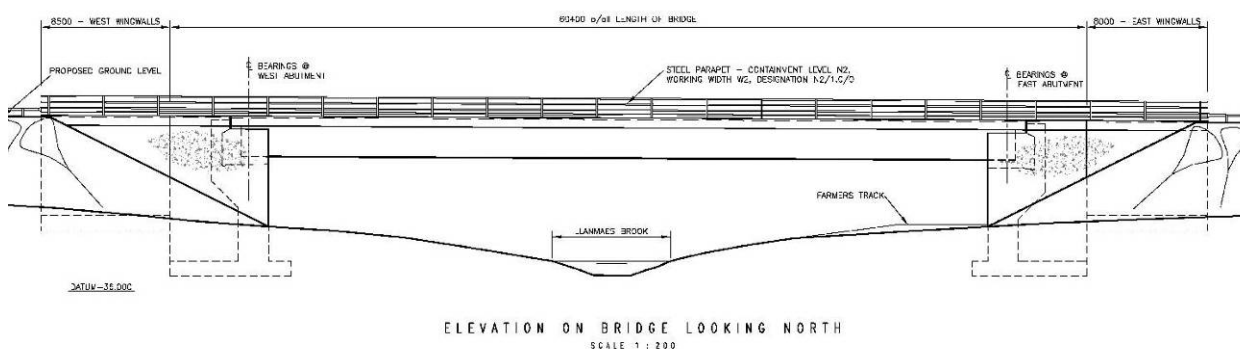


Figure 7: NAR Bridge over Llanmaes Brook (extract from dwg 003622/B1/01)

In terms of siting, the NAR would run tightly along the northern boundaries of the SFA developments at 'Tremains Farm' and 'North of West Camp', and would effectively create a physical and defensible barrier to enclose these parcels of land. Given the close physical relationship between the road, the SFA sites and the existing West Camp, it is considered that the NAR would appear as an appropriately sited and clearly defined physical barrier, which would effectively denote the upper limits of the wider MoD site, without appearing as an arbitrary incursion running through the rural landscape. Regard must therefore be given to the fact that the NAR is one element of a wider comprehensive master plan for the site.

It is also accepted that there would be an increased level of light pollution from wider viewpoints, particularly to the north and north west, however, this would largely appear as a continuation of the existing and proposed residential areas further south. Therefore, whilst also contributing to the general change in character of the landscape, it is not considered that degree of additional light trespass would unacceptably impact upon the wider countryside. The means of lighting and the level and spread of illumination are matters that can be influenced by the Council, both as local planning and highway authority.

Notwithstanding the above, both sides of the NAR route are to be lined with substantial landscaped buffers, which would serve to partially screen and filter views of the NAR from short and long range views, thereby serving to mitigate its impacts. Whilst it is accepted that the effect of the landscaping would be limited in the short term, it is considered that it would significantly soften the visual impact of the road in time, to the point where it would effectively reduce its impacts.

Having regard to the above it is considered that the proposed NAR, while fundamentally changing the character of the existing landscape, would nevertheless through careful design and landscaping, assimilate into the surroundings such that it would not unacceptably impact upon the character of the wider area in the long term.

#### 13.1.4 Impact on existing residential properties

In addition to the wider landscape impacts identified above, it is also accepted that the proposed NAR would result in localised impacts on the residential amenities of specific properties.

The NAR would run particularly close to dwellings at Milllands Farm and Caravan Park, and the small cluster of dwellings around Froglands Farm. For these residents, there would be an appreciable increase in close range movement and activity, which would contrast with the more peaceful rural setting that they currently sit within. However, whilst these residents would be likely to experience a higher level of general disturbance, activity and light trespass than at present, it is not considered that this would be to an unacceptable degree.

It is considered that the NAR would be sited sufficiently far away from these properties such that it would not generate a level of noise that would unreasonably impinge on their basic living condition, nor the conditions that would normally be expected in a typical residential area. Whilst it is accepted that the occupants of these properties have become accustomed to higher levels of general residential amenity, given their rural location, this does not imply the unacceptability in principle of a scheme that results in a material change to those living conditions.

Specifically in terms of light pollution, it is considered that impacts on the closest properties from headlight glare would be largely mitigated by the proposed landscaping, particularly when it has become more mature. Whilst properties further away to the north and south may appreciate an additional level of light above the existing baseline level, this would not be so close as to unreasonably affect their living environment.

Therefore, having regard to the above it is considered that, whilst the NAR would have the effect of changing the existing rural setting currently enjoyed by these dwellings, the direct impacts would not be so severe as to unacceptably impact upon living conditions.

It is clear that issues relating to the scale and impacts of the NAR are matters of significant concern to local residents. In dealing with issues raised by residents regarding the impact of the proposed NAR, the WAG has commented as follows:

*The letter from Llanmaes Community Council alleges that the NAR will run within 15 metres of Milllands Caravan Park. This is incorrect: at its closest the nearest edge of the kerbline of the NAR is over 65 metres from the caravan park.*

*The NAR has been designed to ensure that it follows the existing profile of the topography as best as possible to minimise the extent of earthworks required. It will in general be around 1500 to 1700mm above existing ground level as it passes south of Milllands Park, reducing to 1000mm at Froglands Farm. The Llanmaes Brook sits in a dip or valley some 7 metres below the surrounding topography and again the finished level of the carriageway at the bridge is approximately 1500mm above the surrounding topography.*

*The new road will be lit along its entire length with overhead lanterns placed on columns. These lanterns have been designed such that the 'beam' of light provided is restricted into the form of a 'downlight' rather than a 'spread' of light that is found on some older forms of lantern. In addition, if it is felt necessary by the Local Authority to provide even more restriction to potential side glare then the provision of baffles will be investigated.*

*Detailed photomontages of the views from Llanmaes and Milllands Park toward the NAR have been undertaken and are included within the Planning Application Documentation. The design of the NAR includes for landscaping and mitigation and these photomontages show the limited visual intrusion that will exist after construction of the NAR and in 15 to 20 years after opening.*

*In respect of the NAR, existing landform and the proposed vertical alignment of the proposed road will provide significant screening. The junction of the NAR with the B4265 takes the form of a signalised y, the signalised element of which extends over a length of approximately 100 metres. The remainder of the junction will provide the required merge and diverge lanes to the NAR the full extent of which will involve the removal of an area of existing scrub amounting to just over 400m. This scrub has established on the cutting slopes of the B4265. It contributes to the vegetation pattern of the area, illustrating the effectiveness of planting in mitigating the negative visual effects of roads.*

*The vertical alignment of the northern access road and its junction with the B4265, and intervening field boundary hedgerows in this location help to ensure effective screening of views from Llanmaes, as illustrated in photomontage no. PM.01-1. In addition, as part of our proposals there will be a significant amount of new landscaping provision at this location to mitigate for the loss of existing vegetation and enhancement of the remaining.*

*The valley of Llanmaes Brook provides the opportunity for views towards the northern access road and the proposed bridge over Llanmaes Brook. However, the landform of the valley limits the extent of the area from which views of the bridge are available. Intervening vegetation further limits the extent of views to those broadly along the line of the valley. Existing field boundary hedgerows soften the appearance of the bridge where landform allows views of the bridge; refer to photomontage no. PM.01-1.*

*The intervening hedgerows, which line the arable and pastoral fields, will provide partial screening, as will the network of hedges which border the local unclassified side roads and lanes. In addition the local topography will generally only allow oblique views towards the proposed development and provide a level of visual separation.*

*The landscape planting proposals include hedgerows along the northern edge of the Northern Access Road (NAR), with a hedge on bank (giving the appearance of a false cutting) on the section of highway between Llanmaes Brook and Rose Cottage, which will provide increased screening. A gentle slope to the north will enable this area to be*



*returned to agricultural use enhancing its integration into the surrounding landscape. Hedgerow and woodland planting is proposed along the southern NAR boundary adjacent to the Tremains Farm SFA and North of West Camp SFA.*

*The screening effect of these planting proposals is shown on the photomontage no. PM.02-2 which illustrates the effect of the false cutting and earth modelling to integrate the proposed highway landscape on completion of the works and the further mitigation of the visual impact obtained through the highway hedge planting after 10-15 years.*

In conclusion, the impacts as a consequence of the new NAR are noted. However the impacts do not in themselves render the scheme unacceptable particularly given that the NAR is one element of a more significant comprehensive scheme. The NAR will allow direct road access to the site and will also include facilities for pedestrians and cyclists. In addition, conditions are imposed to reduce the impacts of the new road, and conditions will also require full landscaping implementation as well as details of lighting.

### 13.2 Southern Access Road (SAR)

The proposed SAR is required to service the section of the ABP south of the runway which is to remain operational, and comprises a 1.1 km off-line improvement of the B4265 to construct a traffic signal controlled junction; 1.5 km of new carriageway incorporating a new single-span bridge over the existing railway and forming the internal access roads to ABP South.

There is an existing railway bridge, the property of Network Rail, which links the B4265 with Higher End which although it has been upgraded structurally to satisfy its current highway role is not suitable to serve as the main access to the southern section of the ABP. A new bridge is therefore to be constructed on a new alignment replacing the original but retaining the road link with Higher End.

The bridge will be designed to satisfy the highway access requirements for the southern section ABP and be adopted by the Highway Authority under a legal agreement with the developer on payment of a commuted maintenance sum. The redundant bridge and highway will then be required to be demolished as it no longer fulfils any function and would be a liability to Network Rail.

Provision for pedestrians will be made by means of a footway and a pedestrian phase within the traffic signal control. The footway will also provide pedestrian access from the eastbound and westbound bus stops incorporated within the B4265 realignment. Vehicular access to Higher End is maintained from a junction with the SAR. Vehicular access to the property known as Seaview and the access track to the south is to be provided by way of a priority junction between the existing and realigned B4265. This route also provides the proposed diversion of the registered footpath.

In order to provide adequate clearance to the railway and maintain traffic flows on the B4265 the approaches to the new bridge will be on embankments. It is intended that advance earthworks will be deposited from suitable materials arising from the excavations within the DTC and/or ABP dependent upon the phasing of construction. This will minimise the construction traffic on the highway. The

construction of the new embankments will need to maintain the existing highway links between the B4265 and Higher End until the alternative route is available.

Therefore, the importance of the detailed design and landscape strategy for the new road is critical and, in this respect, although this part of the submission is at outline stage without any of the full engineering and design details, the submissions indicate that full and detailed consideration has been given to its visual appearance within the wider landscape. It is clear that as part of any further details submission, the context and appearance of the SAR will have to be fully assessed with specific regard to the most effective and appropriate method of assimilating the development into the existing landscape. Nevertheless it is considered to be clear from the siting of the road that the majority of external views will be from the south of the site (B4265) and not generally from wider public view points. Furthermore the road will be viewed against the backdrop of existing buildings and will partially screen the new buildings immediately to the north.

As such it is considered that with the appropriate use of landscape buffers and planting the road can be satisfactorily integrated into the existing rural context. This will be subject to further details received at reserved matters stage.

### 13.3 New Built Development

The physical impact of new development associated with the Aerospace Business Park proposals is of key importance, not least because by its very nature the proposals include the provision of a number of very large new buildings.

As detailed in the description section the submissions indicate that the development would be undertaken incrementally over a period of time, in three phases: -

**Phase 1:** Development would take place up to 2014 and would comprise:

- Construction of Hangar N1 on ABP North and provision of a new on-wing engine running facility at ABP South.
- Replacement of existing compass swing on land at ABP South.
- A replacement fire training facility at ABP South.
- Part of the new road infrastructure within ABP North would be provided.
- The Adour test unit relocated to ABP South.
- Aircraft vehicle parking relocated to ABP South.

**Phase 2:** Development would take place up to 2020 and would comprise:

- Provision of hangar S1 at ABP South
- ABP administration centre at refurbished / extended Batslays Farmhouse
- Construction of SAR
- Hangar N2 constructed in ABP North.

**Phase 3:** Development would take place up to 2028 and would comprise:

- Demolition, or reduction in height, of a number of existing buildings to comply with safeguarding requirements (since it is assumed the airfield would have moved to licensing by the CAA)
- A new air traffic control tower and fire station on ABP North.
- The development of ABP North would be completed with the provision of two further hangars N3/N4 and N5, together with small aircraft hangar N6.
- Further development at ABP South, including three small aircraft hangars

### 13.3.1 Visual Context of Existing Site

In analysing the visual impact, it is therefore of note that the site as it currently exists has a number of different contrasting landscapes, which range from the relatively built-up central and northern parts of the site which are dominated by the super hangar (not part of the ABP site) and other hangars/ buildings such as 'twin peaks', and the southern part of the site south of the runway which is presently open, agricultural land, currently part of 'Batslays Farm'.

Views of the site from the surrounding area vary greatly, with the existing large-scale infrastructure at the MOD St Athan site as a whole often visible at a distance, from local highways, public rights of way and individual farmsteads etc., especially in the north and north-west. Views at a distance and nearby are often screened, however, by the presence of existing vegetation and/ or buildings, with views from local settlements limited to the properties along the edge of the settlement or where streets are aligned with potential views.

Views from the south are more open, including distant views from the main road, although the views from the Heritage Coast to the south of the main road are lessened by the topography and intervening vegetation which slope towards the coast.

Most importantly, however, it is clear that the phasing of works associated with the ABP development will mean that potentially it will be constructed over a long period of time (phase 3 up to 2028). Therefore the gradual introduction of new buildings and demolition of existing structures is likely to be relatively gradual (subject to take-up rates etc), thus affording the opportunity for the development to assimilate into the local context over time.

#### ABP North:

As described above, the proposal at ABP North provides for the retention of five existing buildings, including Building 282 ('Twin Peaks'), the largest at 10,437 m<sup>2</sup> and building 228, an existing World War II Type C hangar (5,140 m<sup>2</sup>) (retained in use by its current occupier, Britten-Norman).

All other structures would be cleared and an additional four large hangars and one medium hangar constructed around a courtyard, with the large hangars being approximately 25 metres in height, and a total floorspace (hangars N1 to N7) of 54435m<sup>2</sup>. Two further small hangars would be grouped with the re-used buildings, with the buildings at ABP North completed by the new Air traffic control tower and Fire station.

In seeking to minimise the visual impact of the scheme as a whole, it is noted that the area north of the runway is generally a higher density (2,082 sq m per hectare) than land to the south of the runway, which reflects the context of neighbouring military development, which is relatively dense; and the presence of the Super Hangar, which is a strong and recognisable precedent for building type in this part of the site. Whilst it is acknowledged that the new buildings within this area will be visible from public view points to the north of the site these would be viewed as a background feature in the context of existing visible military/industrial style buildings.

The scale of existing structures and features in this area are such that new, large-scale development in this part of the ABP site appears able to be incorporated without substantial harm. In this respect, while it is acknowledged that the proposed new hangars at ABP North would be substantial in size, the introduction of these new buildings is likely to be gradual, with only hangar N1 expected during phase 1, hangar 2 in phase 2, and the remainder up to phase 3 (2028) which, as detailed above, should ensure that such development gradually becomes assimilated over time, especially in conjunction with the implementation of the site-wide landscape strategy.

#### ABP South:

The development of ABP South clearly has a different context and different challenges, not least due to the existing largely agricultural appearance of the land, and the closer relationship of the site to the main road to the south and the designated Glamorgan heritage Coast beyond, from which views are relatively clear.

In this respect, the area south of the runway is generally a lower density at 971 sq.m per hectare (based upon the area excluding the proposed Great Crested Newt zone) due to the presence of airfield facilities including the compass swing, bulk fuel installation and engine running and fire training facilities.

Again, however, the phasing of the development is such that the initial new development at Phase 1 (compass swing; engine running facility and associated ground infrastructure) would be unlikely to have any perceptible visual impact, while also being offset partially by the demolition of buildings at and around Batslays farm (matters relating to noise impact etc., are considered later in the report). At Phase 2, however, the changes to the southern area would markedly change the local context, both with the introduction of the large-scale hangar S1 (15,345 m<sup>2</sup> - approximate height 25m) and the creation of the new Southern Access Road (SAR).

Whilst the buildings within ABP south are more remote from the proposed DTC and existing West Camp than those at ABP North, they would nevertheless retain a close physical relationship with the existing runway and associated buildings, and would appear from views to the south as forming part of the wider development site. From public views to the north, whilst parts of the taller hangars and structures may be partially visible beyond the SFA housing and ABP North, these would appear as background features that do not significantly alter the existing military landscape.

It should also be noted that the B4265 forms a logical and defensible boundary that appropriately encloses the development and would appear as a clear southern boundary to the business park. Furthermore although the majority of the land has historically had a less built up character, it has in the main, always been closely related to the St Athan site and has not generally possessed the character of 'open' countryside. In this regard the B4265 would provide a clear physical boundary and visual break between the development and the Heritage Coast, preserving its visual amenity and landscape value.

Whilst it is accepted that the proposal would clearly add to the cumulative mass of buildings visible within the St. Athan site, having regard to the above, in respect of the site's context and the character/use of the existing land, it is considered that the development would not unacceptably impact upon the character of the surrounding countryside, subject to careful consideration of matters relating to building design, lighting etc. which are considered (as far as is possible at outline stage) below.

### 13.3.2 Building Design: Standards

The aspiration is for the ABP to become a centre of excellence for the maintenance, repair and overhaul (MRO) of aircraft, and in this respect the intention is for a high standard of architectural design for all buildings.

While such matters of detailed design will be controlled through the reserved matters applications, it is noteworthy that the submissions indicate a vision of a "modern, innovative business park in the aerospace sector whilst providing an intelligently-considered particular response to:

- **Place:** how the building responds to the site and contributes positively to the local context.
- **Programme:** how the building supports the various functional activities that take place within it and meets the needs of its users.
- **Planet:** how the building is globally-responsible through the efficient use of resources in its construction, management, running and eventual demolition."

As detailed in the sustainability section above, it is also emphasised that all new buildings will achieve a BREEAM rating of 'Excellent', addressing matters including low-energy design; lean / resource-efficient construction; water usage; and adaptability/ flexibility of buildings.

The basic principles of low-energy design that would reduce the energy consumption of the buildings would be to conserve energy use; utilise passive design; use energy-efficient plant and fittings; and incorporate renewable energy resources.

Such high sustainability aspirations are shared by your officers, and are embodied in current government guidance, and are to be welcomed and encouraged through condition.

### 13.3.3 Building Design: New Aircraft Hangars

Given their substantial size, the principal issue to be addressed in the design of the development concerns the new hangars and the ability to integrate the buildings into the landscape context to minimise their visual impact.

A set of design principles have been outlined in the submissions to ensure the buildings meet their sustainability requirements and the need to minimise their visual impact, including: - minimising the volume of buildings to reduce energy consumption and impact on the landscape; minimise heat loss and air leakage; and use of natural ventilation and renewable energy source(s).

From the design principles, a set of design responses have then been outlined which should be incorporated into the design of the hangars (see diagram below), including : - a stepped section, particularly for hangars N1 and S1; high-performance external fabric with high insulation and low air permeability; optimised daylighting ; Solar control of external openings; photovoltaic arrays and solar thermal panels integrated into the walls, roof upstands and as shading; Bio-mass as heat source, if feasible; modular construction; Local/sustainable materials; rainwater harvesting with tank storage.

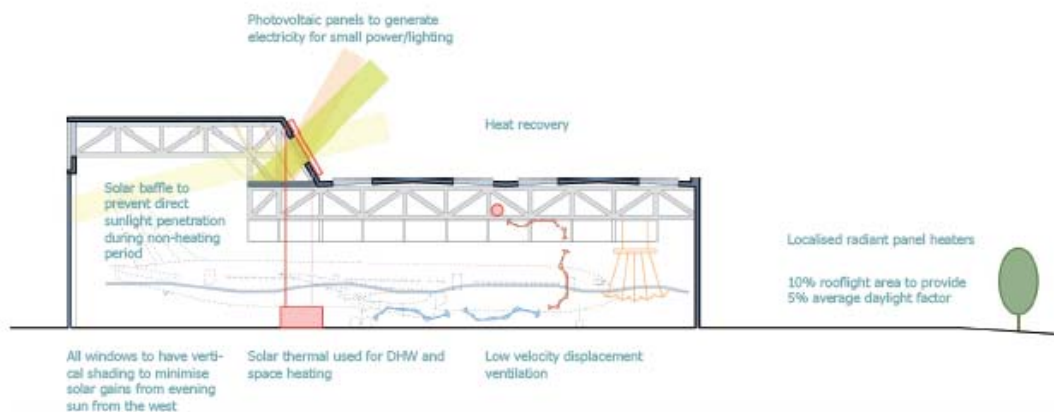


Figure 8: Example of Hangar Design

In acknowledging the importance of external elevational treatment, the submissions also indicate that most buildings on the ABP would be primarily faced with composite cladding / panels, and that the use of a coordinated and limited palette of building colours would help to create a distinctive and unified character for the ABP.

The submissions also indicate that colours would be used that merge the development into the background and limit the larger buildings' visual impact in the medium to far distance, particularly from the Glamorgan Heritage Coast, while hangars S1 and N1 in particular (the largest two structures), would use colour in two horizontal bands in order to create a 'false horizon'.

In considering these submissions, this is considered to be a sound strategy which, alongside a wider landscape scheme (covered later) should ensure that a co-ordinated approach is taken to mitigating the visual impact of such extensive new development, while ensuring that development retains a high degree of uniformity. The full details, however, would need to be controlled through condition requiring submission of such strategy at the time of the initial reserved matters application (to ensure consistency from the earliest stage). This will also allow flexibility at reserved matters stage.

The key area for mitigation relates to the visual impact of the proposed large hangar (S1) in ABP South, which would be approximately 25 m high, 180 m in length and located within 250 metres of the B4265. The need to mitigate would be accentuated by the proposed changes to the vertical realignment of the adjacent section of the B4265 (Phase 2) which would open up views into the site from the road and the junction for the SAR.

In addition to the elevational treatments referred to above, these landscape works would involve a continuous screening landform up to 5 m in height with a naturalistic form, with scrub planting to increase the overall height in the longer term, complemented by scrub and woodland planting along the embankment slopes of the B4265 and SAR to provide an additional layer of screening in views from the B4265, and the Glamorgan Heritage Coast.

Although the topography of the site is generally flat, the size of the hangar buildings, together with the need for level aircraft aprons in front, means that detailed consideration needs to be given to their location in relation to existing ground levels to minimise cut-and-fill, ensure suitable gradients for aircraft taxiing and falls for drainage.

Clearly the individual design of the buildings will be subject to further control at reserved matters stage, but the design, visual impact and sustainability of the hangar buildings will be able to be subjected to close scrutiny based against the overriding principles set out in the submissions, which are considered to represent a sensitive, high quality and sustainable solution to such extensive new development, particularly insofar as the development relates to ABP South where the physical impact of development on the Heritage Coast and its environs to the south is of critical importance.

In light of the above, it is thus concluded that the requirements of Policy ENV 5 of the UDP, in particular, would be met insofar as the development, while significant, would not demonstrably affect the special environmental qualities of the Glamorgan Heritage Coast which lies to the south of the main road.

#### 13.3.4 Landscape Strategy (for both sites)

The primary objective for the landscape strategy is stated as being:

*to minimise adverse landscape and visual impacts whilst providing an appropriate setting for the proposed development at the ABP site and the associated highway improvements*

A number of secondary design objectives have informed the development of the landscape strategy, these including to: -

- mitigate potential adverse landscape impacts and maximise landscape enhancements resulting from the proposed development;
- incorporate existing habitats and create new habitats within a 'green' framework for the site;
- supplement existing site boundary vegetation and extend vegetation pattern into the site to integrate the proposed development into its landscape setting;
- create an attractive, distinctive and legible landscape for future users and visitors to the site;
- soften visual impact from the realigned B4265 at the southern entrance;
- assist in achieving sustainability objectives, for example increasing biodiversity and incorporating Sustainable Drainage Systems (SuDS) where practicable.

The landscape strategy focuses on enhancement of the site and surrounding context rather than wholesale attempts to screen or obscure the proposed development and does not, for example, propose the use of significant earthworks, which would be out of scale and character with the landscape setting.

The landscape strategy for the site focuses on the northern and southern parts of the site where the most significant changes would occur as a result of the proposed development, and is considered to be a sound strategy which will require further development at reserved matters stage to demonstrate its role in minimising the visual and landscape impact of the development.

#### 13.3.5 Other Matters - Lighting

As for the DTC development, given the intensity of the use and the potential impact upon night time views from nearby and at a distance, the provision of an appropriate lighting strategy will be important. A lighting strategy is therefore required to address such matters (compliance with which can be controlled by condition) and the need for "an aesthetically pleasing yet environmentally sensitive solution", while also referring to the need to control light pollution due to the existing runways.

#### 13.3.6 Conclusion

Members will note that the potential effect on the landscape from development within the northern part of the site is predicted to be minimal as the site has



historically contained built development of the nature proposed. Any effects are likely to be more significant in the area south of the runway. Effects could potentially be negative, increasing in magnitude as development progresses to Phase 3, which will represent an increase in the volume of built development on the site.

In respect of the land south of the runway, while it is clear that there will be a significant impact on what is a less built up part of the site, this impact must be considered having regard to the relatively limited affected views set against the backdrop of the remainder of the site and the identified mitigation measures proposed.

New technologies are also likely to contribute to a minimisation of the effects of the development as a whole, through integral mitigating design features. The development of the proposal in terms of landscape considerations has been informed by landscape and visual appraisal and archaeological assessment of the built and buried heritage of the site.

The landscape strategy for the development of the site will ensure that the built environment, particularly in the area south of the runway, integrates into the landscape as much as possible. Measures include:

- Ensuring that building sizes are kept to minimum operating size;
- Using colours to blend buildings into the landscape through the creation of false horizons;
- Earthwork features and planting on bunds to create screening; and
- Limited use of shrub planting to soften the impact of buildings and car parking areas.

Accordingly given the above it is considered that the ABP development would represent a logical rounding off of the St Athan site and the boundary defined by Policy EMP 10 in the adopted UDP. Moreover it is considered that this development can be assimilated into the landscape without significantly harming the general character and appearance of the area.

#### 13.4 Other Highway Schemes

This section deals with the other highway works which have been specifically designed with road traffic users in mind. The proposals for sustainable transport infrastructure are considered elsewhere in the report at section 14.

##### 13.4.1 Off-site Highway Works

There are a number of highway improvement works proposed which are required as a result of the development in mitigation of the effects of these schemes upon the local highway network:

- i. Improved traffic signals on B4265 at Llanmaes / Llantwit Major Junction (illustrative only)
- ii. New traffic signals on B4265 at Gileston Cross / St. Athan Junction (illustrative only)

- iii. Road improvements on B4265 at Gileston to Old Mill, Aberthaw (details submitted for approval now)
- iv. Junction improvements at Weycock Cross, Barry (illustrative only)

These will be the subject of highway agreements to specify the detailed design and delivery mechanisms. The various highway improvements and road constructions will require sections of highway to be diverted or stopped up either by using powers contained within S247 T&CPA 1990 or by using the provisions of S116/117 of the Highways Act 1980 or restricted by means of Traffic Regulation Orders as appropriate.

It will also be necessary to control the phasing of the delivery of the highway works to coincide with the phasing of the development. This will be done through conditions.

#### 13.4.1.1 B4265 at Llanmaes / Llantwit Major Junction (Plan No. 003622/WD/014'C')

Improvements are planned at the existing B4265 / Llanmaes Road junction to provide for enhanced pedestrian crossing points with drop kerbs and tactile paving to link up with the new footway / cycleway on the northern side of the B4265. The work will be carried out within the limits of the existing highway. These improvements are required to provide for the future users of the development when it is occupied rather than being necessary during the construction phase, therefore they must be provided prior to beneficial occupation of the development.

#### 13.4.1.2 B4265 at Gileston Cross / St. Athan (Plan No. 003622/PA/350)

The TA analysis has shown that there would be a capacity problem at the existing B4265/St Athan Crossroads for right turning traffic. Therefore a signalised junction with right turning facility and pedestrian phasing has been proposed in mitigation (illustrative details only). The works include an on-line widening of the B4265 to accommodate additional traffic lanes for a signal controlled junction, pedestrian crossing points with drop kerbs, tactile paving, footpath diversions and a pedestrian phase within the signal controls to maintain pedestrian access, and street lighting. The proposal also involves introducing a bus lay-by to serve the existing bus shelter stop at the junction.

These works can be provided within the limits of the adopted highway and will be required to be completed prior to the peak construction traffic in the interests of highway safety. It is hoped these works will also have benefits for road safety at a current accident cluster point, as identified in the TA (paragraph 11.2.33).

#### 13.4.1.3 Improvements to Gileston Old Mill highway (Plan No. 003622/PA/420)

The off site highway works include improvements to the B4265 at Gileston – Old Mill which have been submitted in full for consideration at this outline stage. The works involve diverting the existing highway to the south to straighten this stretch of road, together with verge widening at several points to improve visibility splays.

The improvement comprises 0.6km of on and off line improvements of the B4265 to improve safety standards of the existing highway. The design speed for the realignment is 100kph (60mph) and the planning application includes land that would need to be acquired at the eastern and western ends of the proposed improvement to maintain full stopping sight distance.

The carriageway is designed to rural S2 standards and there are no proposed relaxations or departures from standard. Earthworks for the proposals necessitate the extension of the existing overhead sewer. This has been accommodated by the provision of a pipe bridge, designed in conjunction with Dwr Cymru/Welsh Water. In order to facilitate future maintenance requirements for the pipe bridge, it is proposed that the superseded section of the B4265 will retain its 'highway' status to be re-designated as a lay-by. This will also provide an alternative route for traffic should the new B4265 need to be closed for maintenance of the sewer. Street lighting is not proposed for this rural improvement.

The proposal also involves a minor diversion of the public footpath and new DDA compliant ramped provision proposed through the lay-by which was the previous road route.

The construction of the Gileston – Old Mill highway improvement is required for highway safety. This scheme is amongst those identified in UDP Policy TRAN 2 – Local Highways and is supported by the Highway Authority. These works will be carried out under a S278 Agreement of the Highways Act 1980. These works will be undertaken in advance of the main build programme for the ABP and SFA sites (see Appendix A of the Construction Travel Plan).

#### 13.4.1.4 Junction improvements at Waycock Cross (Plan No. 003622/PA/540'A')

The existing Waycock Cross roundabout does not have sufficient capacity to function effectively with the additional traffic arising from the development. Therefore highway improvements are proposed to increase the capacity of the junction to prevent congestion from the traffic generated by the development. The proposed works are shown on an indicative plan and involve replacing the existing roundabout with a T-junction at the point where the existing Port Road West meets Pontypridd Road by the existing store and petrol station. The scheme proposes a new roundabout to the north-west of the existing and new roads to the east and west to rejoin with the main road further on. On the east side, the stretch of new road runs to the rear (north) of the 8 existing dwellings on the north side of Port Road West.

In summary, the Waycock Cross junction improvement comprises:

- A new roundabout with a 50m inscribed circle diameter (ICD) and 12m wide circulatory carriageway;
- Realignment and widening of the A4226 Port Road West (west of the junction) to provide three approach lanes;
- On-line widening of the A4226 Waycock Road (Five Mile Lane) to provide two approach lanes;
- 0.5km off line diversion of the A4226 Port Road West (east of the junction) to provide a new approach from the east; and

- An amendment within the highway boundary along the B4226 Pontypridd Road to provide additional approach and exit lanes.

The design speed throughout the junction is 60kph (30mph) and there are no relaxations or departures to the design standards. Access to properties along the western side of Pontypridd Road is to be maintained by the provision of a new access road and turning head. Access to properties north of Port Road West is to be maintained as existing, since the superseded section of the A4226 will retain its highway status. Pedestrian provision has been accommodated on a like for like basis through the new junction, maintaining access to public transport facilities. Street lighting is to be provided throughout the junction improvement

This improved junction has been modelled in the TA, which states that no significant capacity problems exist in the scenarios tested for the proposed modified Waycock Cross roundabout. The plan submitted is for outline planning consent and therefore full engineering drawings including drainage details shall be submitted for approval when a full/reserved matters application is made.

The junction has capacity problems with or without the development proposals, therefore its early improvement is desirable.

Persimmon Homes have made representations objecting to the illustrative proposals for the Waycock Cross junction improvements. They have submitted the adjoining land at Walters Farm as a candidate site for the Vale of Glamorgan Local Development Plan (LDP) and consider this aspect of the development may have a blighting effect on their land interest. They argue that the works are unnecessary in view of the traffic likely to be generated from the proposals, are unwarranted because they do not feature in the approved Development Brief for the site and finally are not in sufficient detail for the Council to properly consider at this outline stage. Their transport consultants have advised that works could be carried out to the existing roundabout which would have a similar effect on its operational performance, requiring less land take or removal of hedgerows.

The Council's appointed transport consultants, Parsons Brinckerhoff, were asked to consider this submission. They advise that the TA illustrates that Waycock Cross roundabout exceeds capacity in 2008 and in 2014 without the development and would generate significant queues. Therefore, it is deemed that this evidence is enough of a material consideration to deem improvements to this junction necessary. Furthermore, the letter did not provide modelling results to backup the claims about the alternative proposals.

In terms of the level of detail, the Council is satisfied that the principle of improvements to this junction is acceptable and will be necessary to ensure the effective future operation of this junction. The detail will be subject to a reserved matters application at which time the most appropriate design for the improvements can be considered in more detail. The lack of detailed design at this stage is not considered to represent a reason for refusal of this application.

## 13.5 Other Matters – Infrastructure

### 13.5.1 Foul Drainage and Wastewater Treatment

The applicants submissions have identified that increases in waste water flows generated by the development would exceed available treatment capacity at the existing Llantwit Major WwTW and West Aberthaw WwTW. As a consequence, sewerage requisition had to be combined with upgrading of the wastewater treatment facility.

DCWW have produced an outline design for connecting foul water discharges from the proposed development site to the existing DCWW sewerage, treatment and disposal system. The proposed scheme comprises a new foul pumping station on-site and a rising main to deliver foul flows to Llantwit Major WwTW, as well as an extension of this WwTW to accommodate the additional flows.

Only foul flows from the development sewerage system will gravitate to the new foul pumping station. An emergency overflow is to be provided with two potential receiving watercourses: the Boverton Brook and the Nant-y-Stepsau. Final overflow arrangements (and location) would be subject to agreement on water quality and flood risk issues with the EAW, Land Drainage Authority and riparian land owners.

The rising main has been located to avoid major roads and minimise disturbance to land owners and known sites of ecological (and archaeological) significance. No designated or protected sites, public water abstractions or private water supplies exist between the foul pumping station at the site and Llantwit Major WwTW. The rising main has been located adjacent to field boundaries and, as much as feasible, utilises existing field access points and gaps in hedgerows. Construction of the rising main will also involve five road crossings, two bridge crossings and one crossing through an underpass below the Cardiff-Bridgend via Barry railway line. No changes in flood risk will arise, as the rising main will not obstruct any watercourse flows/cross-sections or reduce flood storage capacity within the floodplain.

The rising main is approximately 5.5km in length, rises from ground level 42.5m AOD at the pumping station to 77m AOD at the WwTW. The pipeline will be 300mm internal diameter, of ductile iron or polyethylene material. All bends will be equipped with concrete thrust blocks to resist pressure forces.

Upgrade works at Llantwit Major WwTW will see the current 'flow to full treatment' increase from 105 l/s to 142 l/s and will ensure that the works are capable of treating all incoming flows to the standards agreed with the EAW. Furthermore members should note that all the above works will be permitted development and will not require the benefit of planning permission, being undertaken by or no behalf of the sewerage undertaker.

### 13.5.2 Water Supply and Re-Use

It is proposed to supply the site with three water supplies which are addressed as follows; the supply to the Picketston site, the existing Hangar supply, and a new supply for East Camp. The proposed water supply infrastructure for East Camp

comprises the incoming service from the DCWW main, underground storage tanks, duplicated pumping plant (in the same building) and a ring-main infrastructure around site for distribution to individual buildings. The proposed infrastructure for Picketston comprises the incoming service from the DCWW main, distribution to the new buildings on the site and local storage within the individual buildings. It is proposed that the existing Hangar supply arrangement and associated storage within the building will be retained with any necessary modifications to suit the re-development.

Infrastructure for East Camp will be based on centralised underground stage of potable water in preference to traditional in-building storage. Centralised storage will be at a single location. It is proposed that a half day's consumption of water will be stored, and the storage and pumping equipment will be arranged with duplicated elements to enhance the availability of supply, particularly allowing for routine maintenance and local plant failure. It is proposed that the pumps and associated equipment be backed up by local standby generators.

Members should also note that additional opportunities for the recycling of water are being considered as part of the ongoing design, in particular rainwater harvesting. This will involve the use of rainwater collected from roofs and its distribution for irrigation. Further to the above all new buildings will achieve BREEAM excellence standards with respect to water and energy use. Refurbished buildings will achieve BREEAM 'Very Good' standards. Water supply requirements for all other development areas will be confirmed to enable DCWW to undertake water supply modelling to establish if improvements to the water supply network may be required in the site area to meet future demand.

## **14. TRAFFIC & TRANSPORT / HIGHWAYS & ACCESS ARRANGEMENTS**

### **14.1 Background**

As described above, access to the northern part of the ABP development is from the B4265, a classified county road, at Llantwit Major via a new road, the Northern Access Road (NAR), which forms a link onto an upgraded Eglwys Brewis Road. The southern part of the ABP is accessed from the B4265 via a new bridge over the railway, the Southern Access Route (SAR), maintaining the link to Higher End. Both applications share the same support infrastructure and rely upon the same Transport Assessment (TA) documentation to justify the proposed highway improvements and new access routes.

The Council's highway development group have been involved in pre-application discussions with the applicants, following which a number of highway and transport improvements were identified and now proposed in mitigation of the effects of these schemes upon the local highway network. These include the provision of a signalised junction at the B4265/St Athan/Gileston crossroads, the implementation of the re-alignment of a section of the B4265 Gileston - Old Mill, and improvement of the junction at Waycock Cross.

The submitted Transport Assessment reviews the existing highway network and considers the impact upon the transport infrastructure at critical stages of the above schemes. These are:- the initial construction phase including the construction of the new NAR, expected 2010; the opening of the DTC with

completion of the SFA and highway improvements expected 2014; and the completion of the ABP in 2028.

Traffic flows have been calculated based on the predicted traffic generated from the above schemes and other proposed and committed sites with use being made of the SATURN model developed for WAG. Capacity analysis has been done based on week day flows and Friday PM peak periods. A technical review of the TA has been undertaken by Parsons Brinckerhoff on behalf of the Council, the results of which are reported later in this section. In addition individual Travel Plans have been prepared for the DTC, ABP and for construction traffic.

The development of the ABP is expected to generate substantial levels of additional traffic, which will include heavy goods vehicles as well as private cars. It is essential that the DTC and ABP developments are accessed by roads of appropriate design, specification and construction. It is also important that any potential traffic congestion on the existing local road network and potential adverse environmental impacts in existing settlements are avoided as far as possible and mitigated where necessary. In accordance with sustainability principles it is essential that the development proposals also make appropriate provision for pedestrians, cyclists, public transport and car sharers to ensure they are accessible by more sustainable modes of transport than the private car.

The development proposals include works within the highway and various road and junction improvements and other works in respect of sustainable transport facilities which are outlined in more detail below.

#### 14.2 Northern Access Road (NAR) , Southern Access Road (SAR) & Off site highway works

Details of the NAR , SAR and off site highway works are addressed in section 13 above, as is an analysis of the rationale leading to the submission of the said schemes and the likely impacts and scope for mitigation of those impacts.

#### 14.3 Sustainable Transport Provisions

Local and national planning policies emphasise the need for developments to be accessible by alternative modes of transport than the private car. Therefore, it is essential that facilities are provided or enhanced for sustainable transport (i.e. for pedestrians, cyclists, public transport patrons etc.) serving the site. In this case, the developer and the Council have negotiated and agreed a range of on and off-site measures to ensure the site is accessible by sustainable travel modes, which are outlined below.

The development proposals include the following provisions which will provide and enhance access to the site by sustainable travel methods:

1. New Northern Access Road (NAR) up to ABP north gate, including:
  - i. A shared 3m wide cycle / footway along entire length;
  - ii. new bus shelters and laybys at main entrance to ABP
  - iii. DDA compliant crossing points at appropriate locations.

2. New shared footway / cycleway on northern side of the B4265 between the NAR and Llanmaes Road.
3. B4265 / Llanmaes Road Junction Improvement – to link to new footway / cycleway on B4265 and provide pedestrian crossing facilities (Plan No. 003622/WD/014'C').
4. Upgrade the existing steps on north side of B4265 to link to Public footpath No. 40 to be DDA compliant.
5. Upgrade the existing steps on south side of B4265 to link to Monmouth Way to be DDA compliant. New footpath on south side of B4265 linking these steps to the pedestrian crossing points at the entrance to the NAR (Plan No. 003622/PA/131'A').
6. Upgrade existing zebra crossing on Cowbridge Road near existing entrance to East Camp with enhanced lighting and anti-skid surfacing.
7. New bus stops with lay-by's to be provided on B4265 to serve the southern entrance of the ABP.
8. Improvements to St. Athan / B4265 crossroads to include pedestrian crossing points and new bus lay-by but maintain existing bus shelter (Plan No. 003622/PA/350).
9. Improvements to the existing public right of way (PROW) at Gileston to Oldmill to provide a DDA compliant route in addition to the existing steps (Plan No. 003622/PA/420).
10. Provide a dedicated feeder bus service between 06:00 and 19:00hrs for any visitor to the development, linking Llantwit Major Train Station with the ABP North gate, which will be available to anyone with a valid train ticket. The service will be timed to meet the trains, and will be a 25 seat capacity DDA compliant low floor vehicle (estimated yearly cost of £125,000);

Conditions will ensure that detailed plans are submitted showing these facilities, services and works, and their implementation will be required in a timely manner linked to occupation of the development.

#### 14.4 ABP Travel Plan

The ABP application is supported by a Travel Plan with an overall aim to reduce the number of single occupant vehicles arriving to the site by 15% by 2017 compared to the opening year. The Travel Plan is focussed on the specific transport issues which affect personnel commuting to the ABP. It recommends a wide range of measures to counteract dependence on the car. The Plan is designed to encourage individuals to make the most appropriate choice for their journey while allowing retention of freedom of choice. A dedicated Travel Plan Co-ordinator will be appointed to implement the Plan. This coordinator will oversee the development of the travel plan, liaising with departments, setting up steering



groups and maintaining senior support and commitment. The Travel Plan Co-ordinator will have a budget for the setting up and promotion of these initiatives.

A condition will ensure that the proposals contained in the ABP Travel Plan can be monitored and enforced where necessary.

#### 14.5 Construction Travel Plan

This Travel Plan is designed to cover the construction of the ABP / DTC development at St. Athan. At this stage plans for the construction period are still emerging, however, it is expected that construction will begin with a target completion date at the end of 2015. The workforce is expected to peak at approximately 2,000 at the end of 2012, while deliveries are expected to peak early 2013. This Travel Plan is focussed on the specific transport issues which affect the construction workforce commuting to the development at ABP and DTC St. Athan. It recommends a range of measures to counteract dependence on the car. A key recommendation of this Plan is to identify, as far as possible, the locations from which the workforce will be travelling from. Once this has been established, targets can be developed and the exact nature of the sustainable transport measures that will be offered will become clearer. A dedicated Travel Plan Co-ordinator will be appointed to implement the Plan.

A condition will ensure that the proposals contained in the Construction Travel Plan can be monitored and enforced where necessary.

#### 14.6 Transport Assessment

The application is supported by a Transport Assessment (TA) including a Transport Implementation Strategy and Travel Plans for site specific parts of the scheme. The submitted Transport Assessment reviews the existing highway network and considers the impact upon the transport infrastructure at critical stages of the above schemes. These are: the initial construction phase including the construction of the new NAR (expected 2010); the opening of the DTC with completion of the SFA and highway improvements (expected 2014); and the completion of the ABP (expected 2028).

Traffic generation for the development has been based on a combination of the use of first principles, experience of other Ministry of Defence establishments and the analysis of the TRICS database.

The transport assessment has been assessed on behalf of the Local Planning Authority by specialist transport consultants Parsons Brinckerhoff. Their report concludes that the TA and Travel Plan for the developments are fit for purpose, reliable in terms of evidence base, methodology, analysis and conclusion in respect of the development proposed, and includes an appropriate Transport Implementation Strategy (TIS) to mitigate the impacts of the developments. They recommend that all mitigation commitments in the TA and Travel Plans should be controlled by condition or legal agreement. Their final report is attached in full at **Appendix 18**.

#### 14.7 Impact on the Highway network

The TA identifies those junctions which will be adversely affected by the development proposals and proposes works where necessary and feasible to mitigate those impacts, as outlined above. However, representations have been submitted in respect of the following highway impacts and need further consideration.

#### 14.7.1 Impact on A473 / Waterton Cross Roundabout

Bridgend County Borough Council have commented that the submitted TA does not consider Waterton Cross Roundabout although traffic levels on the A48 will rise as a result of the development. They consider the cumulative impact of the development will undermine the effectiveness of the roundabout and the section of the A473 between the Waterton Cross Roundabout and the Ewenny junction. They request a section 106 planning obligation to mitigate this impact, through the construction of the Brocastle link road (100% funding) and improvements to the A473.

The appointed transport consultants, Parsons Brinckerhoff, advised that the development does have a significant effect on the A48 Crack Hill and it is reasonable that the developer should be expected to demonstrate that the development does not have a significant impact upon the Waterton Cross Roundabout.

In a letter dated 21<sup>st</sup> August 2009, the developer provided further information in respect of a SATURN Model analysis that has been undertaken in respect of the Waterton Cross Roundabout and the section of the A473 between the Waterton Cross Roundabout and the Ewenny junction. They conclude that the impact of the development will be minimal and not sufficient to justify a contribution towards improvements at this junction. The Council's appointed transport consultants, have considered this additional information and have concluded they do not consider a contribution towards the Brocastle Link Road is necessary or justified in relation to this application.

#### 14.7.2 Requirement for the Airport Access Road

In their representations, St. Athan Community Council urge the Council to pursue the Welsh Assembly Government to provide the Airport Access Road to improve access to the site. UDP Policy TRAN 1 (Strategic Highways) states that land will be protected and provision made for the development of the Airport Access Road (AAR). The importance of establishing a high quality link road to Cardiff International Airport from the M4 and Cardiff is seen as a unique strategic objective.

At the time of writing there is no commitment by the Welsh Assembly Government in respect of the Airport Access Road and no route has been confirmed. Therefore, the submitted TA does not take account of any potential changes to flows as a result of this scheme. The TA does not identify a requirement for the AAR to be provided as a result of the proposed development as it is principally required to improve access to Cardiff International Airport. However, if implemented such a scheme would be likely to improve access to the DTC and ABP from the M4.

The TA does note that in March 2007 the Welsh Assembly Government provided the Vale of Glamorgan Council with Principal Road Grant Funding for preparation/design costs to undertake improvements to the A4226 Five Mile Lane as part of the Transport Settlement Grant for 2007/2008. These works should improve access via this route to the site.

#### 14.7.3 Impact on Llysworney

Llandow Community Council have commented that the existing road network to the west will be not able to cope with the increase in traffic resulting from the development. They state that the infrastructure is already inadequate and raised volumes of traffic will only cause more delay, disruption and danger. They strongly dispute the applicant's claim that the incremental effect of St Athan traffic will be relatively minor. They express disappointment at the failure to provide a bypass for Llysworney.

The St. Athan Development Brief highlighted the relevance of UDP Policy TRAN 2 (Local Highways) to the development proposals. This states that land will be protected and provision made for the construction of local highway schemes including a Llysworney Bypass. It is identified as important to relieve environmental and safety problems caused by a significant number of heavy lorry movements through the village of Llysworney along the B4268 which links Llantwit Major, Llandow and the A48. To date the Council has not been able to secure funding for this local highway improvement.

The development proposals do not include provision of the Llysworney Bypass. The proposed construction traffic routes, shown on plan 'CG/002419/TA06' indicate construction traffic heading north will turn onto the B4270 (Llantwit Major Road) heading east towards Cowbridge to join the A48 at that point, rather than routing through Llysworney.

In terms of post-construction, the daily operation of the DTC is not expected to generate significant traffic flows through Llysworney, such to justify the provision of the Llysworney Bypass. The appointed transport consultants Parsons Brinkerhoff considered this issue and concluded that an increase in HGV movements along the road as a result of the development will be minimal. Furthermore, the section 106 agreement will require a traffic management contribution to enable the traffic impacts of the development on the local road network to be monitored and managed in due course when the impacts are known.

#### 14.7.4 Impact on minor roads in the vicinity

The applicants state that traffic-flow changes on the myriad of minor roads between the A48 and the development site are difficult to estimate, and this is a conclusion that is accepted. They do state, however, that it is not envisaged that the proposed developments will significantly increase lorry numbers on these routes.

Within this context, there is clearly a potential for the local, rural routes to see an increase in traffic numbers, particularly from those with knowledge of the area (or who gain such knowledge). The potential impact of such traffic generation therefore needs to be carefully considered.

In this respect, no improvements are currently proposed to existing minor roads which could well become more intensively used following the implementation of the development. Promoting improvements to these rural roads now would most likely encourage their increased use. It has therefore been agreed that, the actual rather than estimated effects of the development will be assessed on the adjacent minor roads following the beneficial occupation of the ABP. This review will be undertaken by the Council as local highway authority and any appropriate traffic management measures subsequently determined.

The section 106 agreement will include an obligation requiring the developer to set aside a sum of £30,000 to monitor and assess the impact of the increase in traffic resulting from the development on minor roads in the vicinity of the site. The additional sum of £250,000 will also cover the cost of any necessary traffic management measures required to mitigate the impacts identified.

#### 14.7.5 Requirement for a roundabout rather than traffic signals at B4265 Gileston / St. Athan junction

Representations have been submitted that seek the provision of a roundabout at the Gileston – St Athan junction. The scheme includes the provision of a traffic controlled junction at this location and this solution has been accepted as being appropriate. The benefits of a traffic controlled junction is that such a proposal allows for and includes the provision of safe pedestrian crossing points and links to adjoining and enhanced footways. Such provision would be far more difficult to achieve with a roundabout. Furthermore given the setting of this junction adjoining the Heritage Coast to the south and west, a traffic controlled junction is a far more appropriate solution at such a location.

#### 14.8 Impact on Rail Services

Section 16 of the submitted TA considers the impact of the development on rail services. It acknowledges that the DTC and ABP developments will significantly increase demand on the local public transport network. The development proposals include walking / cycling routes to link the developments with Llantwit Major Railway Station and a regular shuttle bus will link the station with the main DTC gate throughout the working day. The station is situated on the Vale of Glamorgan Line which links Cardiff and Bridgend.

The TA concludes that the majority of the impact on rail services on the VoG line during the AM and PM peaks is due to general patronage growth and not attributable to this development. This is in part due to the tidal flow of the development creating counter commuting to the existing demand. There is minimal impact on typical commuting flows and demand generated by the development will help fill existing spare capacity. Outside of these peak hours existing 2-car sprinter sets will be sufficient to meet the predicted demand.

Therefore, the impact of the proposed ABP development on the rail network will not undermine rail services on the Vale of Glamorgan Line.

#### 14.8.1 Requirement for a train station at St Athan

Objectors have raised the potential for the development to deliver a new railway station at St. Athan (west camp) on the Vale of Glamorgan Line. Such a requirement has been considered but for a number of reasons has not been progressed. At the outset the developer has put forward the use of White Fleet as well as the provision of a dedicated feeder service to link Llantwit Major train station with DTC main gate. In addition the development will make provision for a cycleway / footway link to Llantwit Major Station with the development. This is considered a highly appropriate solution particularly given that the location of a new station at west camp would itself be some distance from the proposed main gate. Furthermore, any scheme for a new railway station would have to have due regard to the current service provision (including timings) of the Barry to Bridgend train services. Any new station in such close proximity to Llantwit Major Station would in all likelihood have a detrimental impact on the timings and hence frequencies of existing services.

#### 14.9 Impact on Bus Services

Section 17 of the submitted TA considers the impact of the development on bus services.

The TA recognises that existing bus services have a relatively low frequency. The applicants have entered discussions with the local bus operators and advise that it is unlikely to be commercially viable to purchase new vehicles to meet the peak demand, given the lack of demand during off-peak times.

The proposals include the provision of a regular free shuttle bus which will link Llantwit Major Railway Station with the ABP North gate and main DTC gate throughout the working day, for all passengers with a valid rail ticket. This will be secured through the section 106 legal agreement.

Furthermore, the proposals include replacing and/or upgrading the existing bus stops in the vicinity of the site, and providing new stops on the NAR and B4265 which will improve facilities for existing and new bus users. This can be secured through conditions.

It is considered that the development proposals will not adversely affect existing bus services.

#### 14.10 Impact on cycle and pedestrian routes

As outlined in the sustainable transport provisions above, the proposals include a number of new and improved facilities for pedestrians and cyclists which will improve access for the existing communities in the vicinity of the site and provide appropriate access to the development proposals themselves.

There are not considered to be significant adverse impacts on existing pedestrian / cycle routes in the vicinity of the site resulting from the proposed development.

On the contrary, your officers have negotiated with the developers to ensure that there are a range of improvements to access for pedestrians and cyclists, which are being delivered as part of the development.

#### 14.11 Impact on Public Rights of Way

Members will note that while concerns have been raised by the Councils footpath officer in respect of the Gileston to Old Mill road improvements, due to the potential for increased speed of traffic along this straightened road. However no objections have been raised by the highway officer in this regard. Furthermore the works will provide new DDA compliant access to the PROW at this point.

In respect of footpath 40 which crosses the B4265, the new junction arrangements will include enhanced crossing facilities for pedestrians. As part of these proposals the existing steps at this location will be upgraded to be DDA compliant

The Highway Officer confirms that existing Public Rights of Way will need to be diverted onto the proposed footways/cycleways and future crossing points as required in order to accommodate the alignment of the NAR, SAR and the other highway improvements that are required to be implemented to mitigate the effects of the developments under consideration.

Members should also note that your officers have negotiated a sum of money towards general improvements in the PROW network within the vicinity of the site (see section on 106).

#### 14.12 Construction Traffic Impact

The development proposals will generate a significant number of construction traffic movements throughout the life of the construction, which will last several years. Prior to construction, detailed haul routes need to be agreed as contracts are finalised and this can be controlled by condition. Signing will be used to highlight the agreed construction route to drivers. Again this can also be conditioned.

The applicants propose the early construction of the NAR to enable it to be used as the major haul route to the DTC and ABP sites from the B4265 during the peak construction activity. It is estimated that the NAR will open to traffic at a haul road standard in the third quarter of 2010.

In an attempt to reduce the impact of delivery vehicles the following measures will be introduced:

- deliveries vehicles will be given allocated delivery slots;
- drivers must not arrive more than 30 minutes prior to their allocated delivery time;
- all deliveries must leave site immediately after being off loaded/reloaded;
- no delivery vehicles shall be parked on site overnight.

The proposals contained within the submissions are generally endorsed by the Council as highway authority as they reduce the impact of the construction traffic on the local highway network.

Members should note that given the phased nature of the development it is not considered that any existing safe routes to schools will be affected by construction traffic generated by the ABP development.

## **15. GENERAL SUSTAINABILITY**

### **15.1 Policy Background**

Planning Policy Wales (as amended by MIPPS) promotes sustainable development by placing sustainability at the heart of its decision-making processes, with the need to promote sustainability through good design emphasised in PPW and supported by recent TANs such as TAN 12 Design (2009) and the draft TAN 22 : Sustainable Buildings. In essence, these documents detail a new *sustainable buildings planning policy* in Wales.

In this respect, PPW advises that to create sustainable development, design must go beyond aesthetics and include the social, environmental and economic aspects of the development, including its construction, operation and management, and its relationship to its surroundings, while emphasising the importance of promoting the efficient use of resources, including land; maximising energy efficiency and the efficient use of other resources; and tackling the causes of climate change.

Although in draft form and out for public consultation since May 2009, it is notable that TAN 22 'Sustainable Buildings' addresses matters such as:

- sustainable buildings standards
- reducing carbon emissions by using the energy hierarchy that reduces emissions in the most effective manner, and use of Low and Zero Carbon technologies to achieve such aims
- preparing development proposals to deliver sustainable building standards
- setting local requirements for sustainability .

Within this context, and that of the development as a whole, it is also notable that the Welsh Ministers have a duty to promote sustainable development through the Sustainable Development Scheme required under Section 79 of the Government of Wales Act (GOWA) 2006, as demonstrated by the following:-

- The WAG's "One Wales: One Planet" (currently in draft), which places sustainability as the central organising principle of WAG and the public sector, and identifies a number of new high level commitments to promote sustainable development. This includes a requirement for projects promoted or supported by WAG to adopt standards including:-
  - Aspiration for all new buildings in Wales to be zero carbon from 2011
  - BREEAM *Excellent* for all new buildings and *Very Good* for all refurbished buildings built on land that WAG have an interest in
  - All new housing required to meet a minimum of level 3 of the Code for Sustainable Homes

The development of ABP, as a Welsh Assembly Government promoted and owned site, must therefore demonstrably deliver on the government objectives for sustainable development, providing an exemplar of how the concepts and theory can be translated into practical and deliverable solutions.

## 15.2 The Proposals

The application has been accompanied by extensive submissions in respect of the sustainability of the proposals with an expectation on all sides that the development should demand and embody the highest standards of sustainability. In this respect, an extensive 'Sustainability Statement' has been submitted which incorporates a list of objectives incorporated into the Sustainability Appraisal Framework, including: -

1. To use land effectively and efficiently and improve its quality
2. To reduce air and noise pollution
3. To maintain the transport user hierarchy, providing easy and safe movement for all modes of transport, especially pedestrians and cyclists, and connect to existing routes beyond the immediate development
4. To reduce energy demand and ensure the potential for the generation of low and zero carbon energy technologies is maximised
5. To reduce the risk of flooding, pollution to watercourses, and water consumption
6. To implement the waste hierarchy
7. To protect and enhance the important character of the surrounding landscape and reduce visual impact
8. To protect and enhance Wales' diversity, local distinctiveness and cultural and historic heritage
9. To increase opportunities to build the Welsh education and skills base
10. To encourage a vibrant and diversified economy; and
11. To provide for a diverse range of local job opportunities

The applicants Sustainability Statement states that, as a development prospect, the site offers the following advantages:

- A brownfield site, already in operation as an airfield and centre of aerospace excellence, serving South East Wales and beyond;
- Established infrastructure comprising a combination of walking, cycling, rail and road networks, supporting existing residential, military and civilian business activity at the site;
- Physical and functional connections to the neighbouring communities of St Athan, Llantwit Major and Rhoose, with wider connections to Barry, Cardiff, Bridgend and beyond;
- Opportunity for beneficial redevelopment, intensification and consolidation of built development of the only site in South Wales with substantial development land adjacent to an operational runway;
- Adjacent to the proposed DTC, which will offer enhanced community, leisure and recreation facilities, as well as delivering a complementary set of training to the ABP proposal;
- Centrally located to establish a collaborative approach to training and business development in conjunction with major universities in South Wales



- Cardiff, Glamorgan and Swansea – all of which have an excellent engineering pedigree; and
- Environmental assessment work has identified bespoke mitigation and concluded that the site can be subject to further development without compromising environmental thresholds.

On the basis of the above, they conclude, and it is accepted, that the site proposed for the development of ABP represents a sustainable choice.

### 15.3 Analysis

The Unitary Development Plan contains strategic policies such as Policy 2 which favour developments which encourage sustainable practices including energy conservation and efficiency, waste reduction and recycling, pollution control, biodiversity and conservation of natural resources, minimising the need to travel, and high standards of design.

The Council's expectations for major development in particular are embodied within the adopted SPG on Sustainable Development, and are considered to reflect the more recent draft and approved national policy documents detailed above.

In considering the above submissions, it is clear that the general sustainability of the scheme in terms of its construction and operational phases are of the highest standards, with sustainability truly placed at the heart of the design and decision-making process, and generally following the hierarchy as set out in the Renewable Energy Route Map for Wales:

1. Be Lean - Reducing energy consumption through passive design means
2. Be Clean - Supply energy cleanly and efficiently
3. Be Green - Use of low emission energy sources

In this respect, the hierarchy has clearly and logically been applied to the design and development of the project, such consideration including:

- Thorough analysis of the wider social, economic and environmental sustainability of the development
- incorporating passive design solutions by considering site orientation and layout during master planning
- incorporating energy efficiency measures through the design of services and improved fabric performance
- Exploring the feasibility of renewable and low-carbon energy generation, with at least 10% of energy requirements on-site being met using a range of low and zero carbon energy sources

Nevertheless, as is the case for the DTC proposals, there are a few key areas where further examination is warranted, these relating to: -

- Transport
- Design, Orientation etc.
- Low and Zero Carbon (LZC) choices including Energy Centre; and
- Waste Management

## 15.4 Transport

While the implications for transportation, private and public, and the highway network in general are considered in the detailed section on traffic and transport, it is notable that the development has sought to incorporate a number of design and implementation measures to ensure the sustainability of the scheme as a whole is not compromised during construction and operational phases, including:-

- Implementation of the transport user hierarchy, wherever possible, which advocates that transport and movement proposals and strategies should accommodate users in the following order of priority:
  1. Pedestrians; then
  2. Cyclists;
  3. Public transport users;
  4. Specialist service vehicles (e.g. emergency services, waste etc); and finally
  5. Other motor traffic
- Adoption of a Green Travel Plan to provide a comprehensive approach to accessibility to the site, taking the user hierarchy into consideration. This holistic approach encompasses the ABP site along with the DTC, to maximise benefits from potential schemes.
- Bus stop infrastructure on the B4265 will be delivered in conjunction with ABP, designed to modern standards and to include timetable information. All connections to stops at the north and south of the site will consist of safe routes
- Potential, through the Travel Plan, for integrated ticketing schemes on a dedicated bus service between the rail station and the site, to encourage the use of public transport.

While arguments made in the representations by many concerned residents relating to the use of Greenfield land, the provision of a NAR across such land, and the sustainability of such solutions are acknowledged and noted, nevertheless the rationale behind the need for such highway access is considered to override the normal policy presumption against such development in the countryside.

Clearly, the provision and implementation of measures such as those detailed above is integral to the successful development of a sustainable development and community, and therefore many of these matters will be required by condition and/or legal agreement.

## 15.5 Travel Plans

The application has been accompanied by a Travel Plan relating to the constructional and operational phases of the development.

These have informed the Transport assessment, and are considered to be an integral and fundamental element of the overall package of sustainability measures seeking to reduce reliance on private transport and mitigate the potential impact of the development on the highway network and local area in general.

#### 15.6 Design, Orientation etc.

The submissions advise that the masterplan layout has been formulated taking the following key elements into consideration:

- Orientation of buildings
- Development mix
- Development density
- Operational, user and visitor safety; and
- Environmental enhancement.

In considering such elements, it is considered that the submissions have demonstrated a firm grasp on the importance of the masterplanning process in enhancing the sustainability of the development, with considerable care and attention having been paid to the orientations, layouts and locations of the buildings, including: -

- Minimising the volume of buildings to reduce energy consumption and minimise heat loss and air leakage through the building fabric;
- Reducing embodied energy of construction and specifying responsibly;
- Reducing water usage and managing water run-off
- Creation of efficient clusters of buildings to minimise impermeable surfacing associated with aircraft movement and storage and maximise infrastructure efficiency;
- Use of building orientation to aid screening of visual impact, noise attenuation and deliver a sense of enclosure and delineation between aircraft and general circulation within the site; and
- Maximising opportunities to achieve passive solar gain and natural daylighting

Clearly, such matters will be controlled at detailed design stage, but the master planning process, and detailed submissions in the Design and Access Statement and Sustainability Statement, have provided clear evidence that such matters will contribute to the achievement of the 'excellent' BREEAM rating for new buildings, and 'Very Good' for refurbishment, which will ensure that energy conservation and passive design principles are integrated into the design of all buildings on site.

#### 15.7 Low and Zero Carbon (LZC) choices including Energy Centre

The submissions advise that the development will be constructed to meet Welsh Assembly Government targets, which include proposals that all new buildings in Wales are to be operationally zero carbon from 2011. Furthermore, the Welsh Assembly Government is seeking to achieve an annual carbon equivalent emission reduction of 3% per annum from 2011.

As part of these targets, major developments after 1<sup>st</sup> April 2009 are required to incorporate on-site and/or near site decentralised and renewable or low-carbon energy equipment, which will contribute to at least an additional 10% reduction (10 per cent of the Target Emission Rate) above the requirements of BREEAM, in regulated carbon dioxide emissions.

Within this context, the applicants have explored the feasibility of renewable and low-carbon energy generation, and confirm that at least 10% of energy requirements on-site will be met using the following LZC options:

- Photovoltaic (PV) cells;
- Solar Water Heating (SHW);
- Hybrid PV-thermal (PV-T);
- Heat Pumps; and
- Combined Heat and Power (CHP).

Other potential renewable energy and low-carbon energy solutions, including wind turbines, district heating, and energy-from-waste, are considered to be not feasible near-to or onsite and have been discounted.

In respect of district heating, this was initially viewed as regrettable given the potential for utilising the proposed energy centre to be constructed to serve the DTC development. Nevertheless, the submissions indicate that the significant disruption in installing the network under the main runway, to link ABP North and ABP South and the high initial capital costs (around £1,000/m of network), combined with the proposed phasing of the development / uncertainty over the buildings' end-users, mean that the demand for heat may not be sufficient to justify such a significant investment. In this respect, the applicants consider a more viable option may be to use smaller, localised heat mains serving small clusters of buildings without requiring extensive distribution networks, which is considered to address the failure to adopt such a facility/ network at this stage.

On questioning, the applicants have also emphasised that the development of the ABP is anticipated to take place over an extended period of time, during which there will no doubt be further changes and advances in renewable energy technologies. In this respect they confirm that as part of its general commitment to sustainable development, the WAG will continue to review the most appropriate means of servicing this development.

In light of the high standards of sustainability shown within the submissions, and which will necessarily be required to be translated into detailed building design and energy choices, it is considered that the submissions amply meet the Council's own, and national, expectations in respect of sustainability.

### 15.8 Sustainable Buildings

As stated above, there is a commitment for all new buildings to achieve a bespoke BREEAM 'excellent' rating, and *Very Good* for all refurbished buildings, which is both commended and necessary for a development of this magnitude. A requirement for post-construction assessments to demonstrate that the buildings achieve such standards is likely to be imposed at reserved matters stage.

## 15.9 Waste Management

Policy 13 of the UDP favours development which encourage sustainable principles for waste disposal based on a hierarchical approach of (i) waste minimisation / avoidance; (ii) re-use of water; (iii) waste re-cycling or recovery (including waste conversion to energy); and (iv) waste disposal landfill with minimal environmental impact.

The ABP proposals seek to utilise the existing Waste Management and Recycling Facility, which is located in the ABP area and currently serves the whole site. This facility enables the full segregation of the sites waste streams i.e. wood, paper, metal, cardboard, plastic and green waste. Dedicated compactors are utilised to ensure the efficient use of space and to reduce the costs of skips, transport and landfill. According to the submissions, the performance of the facility exceeds the Ministry of Defence's sustainability targets and complies with the Welsh Assembly Government's Environmental Legislation. Future plans are to include a food waste collection service.

Whilst fully supporting the aim to achieve waste recycling and appropriate containment, EAW recommend that the strategy be considered under an ecological footprint assessment, whereby the contribution of the vehicles /infrastructure are taken into account when determining the environmental impact. When detailing where waste will be taken after collection, several streams are taken to non-specified facilities. The facility and mode of transport should be chosen through an assessment of the whole environmental impact.

In considering the development as a whole, the Council's waste management team have concluded that overall the Strategy provides a good control and operational methodology for basic waste recycling and general details of disposal for other wastes, and wish to see more certainty of what waste will be produced and how it will be dealt with in accordance with existing legislation and future waste policies. This can be adequately controlled by the need for amendments to their waste strategy, which will also require full details of the phasing for provision of the key elements of such a strategy on site.

## 16. ENVIRONMENTAL IMPACTS

In order for the environmental impact of the development proposed (both the DTC and the ABP) to be properly assessed, a scoping exercise was undertaken by the applicants agents prior to the preparation of a joint Environmental Impact Assessment (EIA). The potential significant effects identified during the EIA scoping exercise have been subject to detailed assessment, using methodologies appropriate to the different environmental topics that needed to be considered as part of an EIA. These methodologies were based on recognised good practice, and the Council's EHO (Pollution Control) has raised no concerns in this respect.

It is clear from the nature of the proposals, from the submitted Environmental statement, and from the representations received from local Community Councils and local residents, that the potential environmental impacts of the development are a significant issue which requires addressing in detail.

From the representations, the key issues surround the potential impacts relating to noise and vibration, odour, and impacts on air quality. The particular areas of concern relate to the impact of the Northern Access Road (particularly in respect of noise from construction and operational traffic) and the proposed new engine testing facility on ABP South and its impacts.

The submitted Environmental Statement has provided an in-depth analysis of the impacts in respect of each of these matters, together with many other construction and operational matters of note, with the ES forming the basis of the Council's consideration of the proposals, and in this respect it is noteworthy that the Council's Environmental Health Officer (EHO) has expressed satisfaction with the ES and has raised no objections subject to imposition of a number of detailed conditions to mitigate against such identified impacts.

The potential environmental impacts are thus addressed in detail in turn below, paying due regard to the requirements of national policy (such as TAN 11 – Noise) and Policies ENV 29 , EMP 2 and EMP 5 (amongst others), which require that development has no unacceptable environmental impact.

### 16.1 Air Quality

The submitted Environmental statement states the ABP development could affect air quality around the site of the proposed development or in its vicinity, through the increase in traffic on the local roads in the area, which could lead to an increase in pollutant concentrations associated with vehicle exhaust emissions and emissions of pollutants from aircraft activity at the site, including runway activity and engine running and dust associated with the demolition and construction activities for the proposed development

In this regard consideration should be given to an assessment of the magnitude and significance of these potential effects.

#### 16.1.1 Baseline Assessment

A survey was undertaken from August 2007 to August 2008 to establish the baseline concentrations of NO<sub>2</sub> (Nitrogen Dioxide) in the area at present. The monitoring results indicated that air quality in the area surrounding the site does not exceed the Air Quality Objectives (AQOs) for the area.

#### 16.1.2 Future Baseline

The ES states that there are no plans for other developments in the area which could significantly alter the air quality in the area. It notes that improvements in vehicle engine technology are expected to result in lower emissions of pollutants from vehicles in the future, which should help to improve air quality, as emissions from road vehicles have been found to be one of the main sources of air pollutants in the UK.

#### 16.1.3 Scope of the Assessment

Potential receptors that could be significantly affected as a consequence of the development comprise those residential receptors and designated ecological sites which are located close to the NAR, which would include the proposed SFA.



Figure 9: Air Quality Receptor Locations

Emissions of pollutants associated with the **aircraft** at the site are likely to affect those residential and ecological receptors close to the runway and take-off and landing cycles. This is likely to be those receptors within 1000 metres of the airport boundary.

Emissions associated with the **engine running facility** onsite are likely to affect those receptors located close to where the engine running facility is located, which could include residential accommodation both on and off-site.

**Dust** associated with the demolition and construction activities on-site could affect those human receptors located on the edge of the site boundary close to the construction and demolition activities.

#### 16.1.4 Likely Significant Effects

The likely significant effects of the development, which are subject to further assessment are:

1. Road Traffic: Planned new roads and junction improvements are likely to lead to an increase in road traffic on the existing roads in the local area, emissions from road traffic in the area could also increase.
2. Aircraft (Engine Running Facility) : Effects of emissions from the engine running facility

3. Construction Dust associated with the demolition and construction activities onsite could affect those receptors located on the edge of the site boundary close to the construction and demolition activities.

The ES states that construction traffic is not likely to have significant effect on air quality over the duration of the construction period (peaking in the 3rd quarter of 2012 at an additional 1270 vehicles per day)

In addition it is stated that aircraft movements are unlikely to have significant effects with the amount of aircraft activity at St. Athan associated with the development, stated as being unlikely to result in any elevated concentrations of pollutants associated with aircraft.

#### 16.1.5 Assessment of Effects

##### *Road Traffic*

The ES has adopted the Design Manual for Roads and Bridges (DMRB) model to predict NO<sub>2</sub> and PM<sub>10</sub> concentrations for 2014 and 2028 at the operational stage, and has concluded that the predicted concentrations are below the relevant Air Quality Objectives (AQOs) at chosen receptor locations.

Based on the DMRB assessment the proposal is likely to result in moderately adverse effects on air quality in 2014 and 2028 at some of the receptors, mostly those which are located close to the new access road, although it should be noted that the air quality objectives are unlikely to be exceeded, as the predicted concentrations at these receptors are still predicted to be considerably below the objective value, at less than 75%. Accordingly, these effects are not considered to be significant.

In addition the junction improvements at Waycock Cross junction result in moderately beneficial effects at the modelled receptors located close to this junction.

##### *Aircraft*

Aircraft emissions associated with the engine running facility have been assessed qualitatively, using information on the number of engine runs per year, the background air quality and how close receptors are to the engine running facility.

Based on the number of engine tests and their duration, the engine running facility is predicted to be operating for only 6% of the operational hours of the site (7am to 11pm Mon to Sat) during a year. This equates to 309 hours (13 days) out of the 4992 working hours available in a year at the site.



The ES states that this level of activity is unlikely to result in significant increases in pollutant concentrations which would affect the local authority's ability to meet the air quality objectives, as the existing baseline air quality concentrations are well below the objectives. In addition the proposed engine running facility is located to the south of the main runway forming part of the ABP, which places the facility over 0.5 km from the closest residential accommodation. Additionally the prevailing wind at the site is from the west, with residential receptors to the east of the engine running facility located further than 1 km from the facility.

The ES states that it is therefore unlikely given the location of the facility and the prevailing wind direction that there would be significant air quality effects at receptor locations as a result of the engine running facility, and the EHO has raised no objections in this regard.

### *Dust*

The potential for dust emission and dispersal is predominantly influenced by prevailing meteorological conditions, with the receptors most likely to be affected mainly located to the east of the site, with some being within 200m of the site boundary.

In addition properties close to the location of the new road (Rose Cottage and Froglands Farm) could be affected by dust associated with the construction of the new road. Subject to appropriate mitigation measures, however, through approval of the Construction Environmental Management Plan (CEMP), the magnitude of the effect is considered to be manageable such that the effect of dust from construction is not considered to be significant.

### 16.1.6 Environmental measures incorporated and Conclusion

The environmental measures to be implemented which relate specifically to air quality include the implementation of best practice measures outlined in the (draft) CEMP to minimise the creation of dust on-site and to ensure that whatever dust is generated does not migrate off-site. It is noted that there are no environmental measures proposed in respect of aircraft activity as the predicted concentrations of NO<sub>2</sub> are not likely to be high and are unlikely to result in any exceedences of the relevant AQOs.

In conclusion, with regard to wider air quality issues, the Councils Environmental Health (Pollution Control) officer considers that these issues are adequately addressed and that no significant impacts will arise as a result of the development, in that there is no predicted breach of the relevant air quality standards as predicted in the conclusion of the submitted ES. Provided the proposed environmental measures are implemented as part of, and alongside, submissions in respect of environmental conditions relating to construction and operational stages, it is thus concluded that there will be no significant effects on air quality as a result of the development which cannot be acceptably managed.

## 16.2 Noise and Vibration

The impact of the ABP development on noise has been the subject of considerable representations, with particular reference to the re-sited engine testing facility. In addition, the impact of noise and vibration as a result of the NAR has been of significant concern, while matters relating to general operations and construction activities has been assessed.

Given the magnitude of the development proposals, it is acknowledged that the proposed development will lead to changes, both positive and negative, in the noise environment and will introduce some new noise sources into the local area. In this respect, the significance of such impacts are assessed below, taking into account national guidance such as TAN 11 (Noise) and the representations from local residents.

The baseline assessment within the ES included a series of noise surveys, the methodology for which was developed in consultation with the Council's EHO (Pollution Control), the results of which indicate that daytime noise levels around the site are mainly influenced by the current aircraft activity at the site and existing traffic using the roads in the area, as well as engine running.

The key elements which may change future baseline noise levels between the current and future baselines relate to the airfield activities and road traffic, and in this respect the following assumptions have been made regarding future baseline airfield activity at St. Athan in the absence of ABP and DTC consents:

- Current existing use of the site will continue (i.e. airfield use, aircraft maintenance, military usage and aircraft engine running);
- Welsh Assembly Government would continue to market the site and look for inward investment in terms of demand and the continued permitted use of existing buildings and hangars;
- No new buildings would be constructed for aerospace use other than a limited number of replacement buildings in need of substantial refurbishment and some requiring minor alterations;
- Both the existing Super Hangar and Twin Peaks hangar would revert to Welsh Assembly Government control for aerospace use under existing legal agreements;
- VC10 Aircraft will cease activity by 2014, having reached their out of service date; and
- It is also assumed that military flying school and Volunteer Gliding activity will continue at current activity levels.

In brief, the information provided by the Welsh Assembly Government indicates that **additional aircraft activity** would occur above existing levels in the future as a result of aircraft maintenance, general aviation, and existing facilities for Maintenance, Repair and Overhaul (MRO) of aircraft. This would include the MRO test facility being located to the east of the disused cross runway at the current location of the VC10 engine running

In terms of **road traffic**, in the absence of the proposed development future road traffic noise levels are expected to increase slightly. The baseline road traffic noise levels in the opening year, 2014, are predicted to increase between 0 and 2dB(A). For the future baseline year, 2028, road traffic noise levels are expected to increase by up to 3dB(A) when compared with the current baseline.

In terms of **air noise** the ES submissions show subtle increases in the size of the air noise contours between 2014 and 2028, due to relatively small increases in the total number of air traffic movements (ATMs) due to increasing airfield activity expected between 2014 and 2028.

General ground noise levels throughout each of the development years would increase by between 1- 3dB(A), with most of the increases occurring between 2014 and 2020. In terms of noise levels, the highest ground noise levels are located with a direct view of the airfield, these include Batslays Farm, St. Johns View and the north of St. Athan Village where noise levels are above 50dB(A)

#### 16.2.1 Potentially significant effects

The potentially significant effects arising from the development centre on construction, from core operations (such as increased air traffic movements and engine running), and from road traffic. The ES has considered all such matters against set criterion based upon TAN 11 and other relevant British Standards and the EHO has raised no objections to the analysis contained within the ES.

In summary, predicted cumulative noise levels in 2014 show a decrease (i.e. a beneficial effect) on the predicted baseline noise levels at 24 out of 49 receptors. The noise level decreases also suggest that, for the 2014 scenario, noise levels due to the development will, in general, decrease rather than increase in many residential areas, including the whole of St. Athan, much of eastern Llantwit Major, West Camp, Picketston and Eglwys Brewis. However, there are several receptors in these areas which are predicted to experience a noise level increase, these being mainly clustered around roads expected to experience a significant increase in road traffic volumes to 2014, particularly those located on or close to Eglwys Brewis Road.

Overall, a summary of the respective impacts is given below: -

##### *Construction*

Increases in ambient noise and vibration levels during the construction period have the potential to affect the amenity of existing noise sensitive receptors and have the potential to affect the amenity of occupants of early phases of the development.

The determination of magnitude of effect for construction noise and vibration is based upon guidance presented in BS5228. This document presents examples for the derivation of construction noise and vibration limits. As detailed in section 16.5 of the ES, noise and vibration limits for the project will be agreed with the Council's Pollution Control officers by way of a Noise Management Plan (required by condition).

Construction activities, whilst temporary in nature, will take place over a protracted period (up to 2028) due to the size and complexity of the proposals, and it is clear from the representations that this is an issue of concern. Nevertheless, the impacts of construction of the ABP are likely to be less intensive than for ABP, due to the economic climate and the more speculative nature of the development, with development staged in general accordance with the 3 phases identified earlier in this report (up to 2028). In any respect, best practice measures will be used to control and manage construction noise and vibration emissions and their effects on existing noise sensitive receptors and future site occupants, including: -

- Standard Measures to Reduce Noise Levels at Source
- Barrier Attenuation
- Noise Management Plan
- Limitations to Hours of Operations
- Sensitive Location of Plant
- Considerate Constructors Scheme registration

In conclusion, noise and vibration levels at individual specific receptors are likely to be well below these limits for the majority of the construction period, although it is acknowledged that when activities are in closest proximity, noise and vibration levels may be close to these limits. Best practice measures will be used to ensure that noise and vibration levels are kept below limits which will be detailed in a Noise Management Plan (NMP) which will be required by condition, while additional conditions will require submission of a Construction Environmental Management Plan (CEMP), which could include routine noise monitoring etc. to assess the impacts and any amendments required to mitigate against any unacceptable harm arising.

#### *Air Movements*

It is notable that St. Athan has for many years been associated with military aircraft movements, with TAN 11 noting that *“Military jet aircraft can generate very high noise levels particularly during take off, and occasionally the effectiveness of noise abatement flight procedures normally adopted may be limited by operational requirements”*

When assessing changes in noise level within the air noise contours, changes in level due to the development have been assessed as less than 1dB(A) for each location assessed. In accordance with the methodology presented in the ES, including consideration of the advice contained within UK Government policy, as defined within the Future of Aviation Transport White Paper 2003, (ATWP) and in TAN 11, it has been concluded that the air noise effects due to the development are not significant.

## *Ground Noise*

The assessment has considered 'ground noise' to include taxiing aircraft; aircraft at stand and hold; helicopter hovering and idling; and breakout from activity within hangars. The proposed ABP development results in a change in the use of taxiways and the relocation of facilities and, as such, there is potential for ground noise levels in vicinity of the airfield to change as a result of the development.

Nevertheless, predictions show that daytime ground noise levels at St. Athan in the baseline year are below 50dB(A) for most receptors outside of the site boundary, with the highest levels occurring to the very north of St. Athan on Bingle Lane (predicted 57dB(A) due to the proximity of the receptor to the runway end). Accordingly, the EHO has raised no objections in respect of the impacts on ground noise.

## *Aircraft Engine Running*

Within the context of previous and existing engine running at St Athan, the ES has adopted the approach within BS4142 to determine whether a new or existing noise source is likely to cause noise complaints by comparing the operational noise level with the background level. This also takes account of the fact that engine running at St. Athan would occur in the absence of ABP consent anyway, albeit at different locations to the proposed future development.

It is acknowledged that response to noise is subjective and the likelihood of complaints regarding aircraft engine running depends on a number of additional factors, as well as the overall noise level, such as the time of day, a change in the noise environment and also attitude to the noise source. In this respect, irrespective of the conclusions below, it is anticipated that complaints would be received by the Council once the engine testing is rested and, ultimately, such use intensified. Nevertheless, at this stage it is sufficient to consider the nature of the likely impact, and ultimately assess whether such impacts are sufficient to conclude that permission should be withheld.

Although detailed comparative analysis is concluded in the ES, the key conclusions in respect of the significance of engine running noise effects can be summarised as follows: -

- North of the site (Picketston and Eglyws Brewis) - Likelihood of complaints due to engine running reducing to marginal. Noise effects are not likely to be significant.
- South East of the site - noise levels during engine running would reduce, with the noise effects not likely to be significant.
- East of the site - likelihood of complaints during engine running would be marginal and it is concluded that noise effects are not likely to be significant.
- Eglwys Brewis - likelihood of complaints during engine running with the development is marginal and it is concluded that noise effects would not be significant.

- West Camp - reduction of noise from likely to marginal and, it is concluded that noise effects would not be significant.
- West of the airfield - noise levels during engine running would increase by 1- 3dB(A) as a result of the development. Despite these increases noise effects would not be significant
- South of Boverton, - noise levels during engine running would increase by around 6-7dB(A) as a result of the development although complaints are likely for both development and future baseline conditions. However, when considering helicopter engine running, the development it is acknowledged in the ES that there is a likelihood of complaints increasing from marginal to likely where predictions indicate an increase of between 5-7dB(A). In this regard it is concluded that noise effects would be **significant**.
- Batslays Farm - noise levels during fixed wing aircraft engine running would increase by approximately 1dB(A) and in terms of helicopter engine running, noise levels would reduce by around 13dB(A) due to the relocation of the proposed MRO facility. It is concluded that noise effects would not be significant.
- Seaview – noise levels during engine running would increase by 1-3dB(A), although daytime noise levels due to engine running would remain comparable with predicted future baseline conditions, with changes ranging between 0-1dB(A). It is concluded that noise effects would not be significant.
- Llantwit Road West - noise levels during engine running would reduce and daytime engine running noise levels would also reduce. It is concluded that noise effects would not be significant.
- Boverton Mill Farm – it is acknowledged in the ES that complaints during engine running would be likely with and without development consent. The predictions identify that noise levels during engine running would increase by 9-12dB(A) as a result of the development. These increases are due to the relatively close proximity of the receptor to the proposed MRO facility. In terms of daytime noise levels due to engine running, the predictions indicate that levels would also increase with respect to future baseline conditions by up to 12dB(A) in 2028. The results also show that for the engine running of a Boeing 737 aircraft, noise levels at the receptor would increase from 53dB(A) to 65dB(A). As such, the development would result in noise levels at the receptor exceeding WHO guidelines. It is concluded that noise effects would be **significant**.

In conclusion, in analysing changes in Core Site Daytime Noise Levels at Core Site Receptors, the differences as a result of the development are typically under 3dB(A), although increases in excess of 3dB(A) are observed at Boverton South in 2020 and 2028, Llantwit Road West in 2014 and 2020, and at Boverton Mill Farm throughout all three years. Nevertheless, it is also notable that, even without the development, these receptors would see an increase in noise levels, such that the impact, while significant, is nevertheless not necessarily greater than future baseline conditions. Nevertheless, through the operational Noise Management plan the Council would seek to ensure that the impact on such receptors is mitigated as far as possible.

In addition, it is notable that at some core site receptors the development would also result in reductions in core site noise levels, including receptors to the north of the site, in particular those at Picketston and Eglwys Brewis where noise levels would be 3-8dB(A) lower. Accordingly, the overall conclusion with respect to engine running/ testing is that the impacts would be acceptably managed, with the EHO having expressed no objections in that respect.

### *Road Traffic*

It is recognised in the findings of the ES that the development of (both the DTC and) ABP will introduce new traffic noise sources into the area, with the predicted traffic flows on existing and proposed new roads modelled and assessed. It is noted that most receptors will experience a slight increase in noise levels as activity at the site increases, although there are some decreases in noise level, mainly around the new southern access road, Gileston realignment and Waycock Cross.

It is noted that predicted development related traffic noise levels for both 2014 and 2028 do not exceed 68dB LA10,18hr, at any of the selected noise sensitive receptor locations, and hence do not exceed the limits of the noise insulation regulations.

Changes in noise levels due to the effects of the proposed development on road traffic flows clearly vary considerably by location, and in this respect the receptors affected by changes in road traffic noise following construction of the new roads (especially the NAR) would be most affected.

Although there have been strong objections expressed by residents at Boverton close to the NAR junction, road traffic noise effects are not expected to be significant in these areas. The impact on receptors such as Millands Park, however, is acknowledged to be significant due to the considerable change to the existing situation as a result of the construction and operation of the NAR, with changes in other noise sources (such as changes to the existing firing range at West Camp) not masking these increases.

Significant adverse effects are also predicted at locations including Rectory Road and Broadway Nursing Home, St Athan, north of West Camp at Eagle Road and Carpenters Arms Public House, indicating that traffic volume increases may lead to significant noise level increases close to main roads.

Nevertheless, for the reasons expressed earlier in the report, the benefits of the development as a whole are considered to outweigh the harm that would be caused as a result of such increased noise impacts. Accordingly, it will be for strict conditions to seek to mitigate against any such noise impacts as far as possible, and in this respect the full details submitted indicate that noise from NAR traffic will be mitigated by a 1m high bund to west of proposed Northern Access Road, adjacent to Millands Farm, which forms part of the landscaping of the road.

The EHO has also requested an additional condition relating to submission of further details concerning possible acoustic screening for the following properties, Froglands, Old Froglands, Rose Cottage and Millands farm, which are adjacent to the proposal. In this respect, while the submission indicates some mitigation measures which have already been proposed, it is recommended that a condition is applied that would require additional details of any necessary acoustic bunding or fencing necessary to mitigate any effects on the remaining properties, the details of which will need to be given careful consideration in terms of their attenuation benefits and visual impacts.

Finally, the Southern access road is currently only submitted in outline and while providing access to land south of the runway, will replace the existing access off the B4265. There are no existing residential properties located close to the new access road and therefore it is unlikely to generate adverse noise effects which would affect the nearest residential properties.

#### 16.2.2 Other Impacts

In addition to the impact on existing properties/ locales, the impact on future occupants of the SFA and SLA has been addressed and in this regard has concluded that there would be no impact on SLA (since it is unoccupied during the day), while noise emissions for all on-site development related effects during the night-time period 2300- 0700hrs are expected to be minimal

With respect to SFA, all areas have been concluded to fall either into Noise Exposure Category A, or Noise Exposure Category's B/C (medium magnitude of effect), where road traffic, airfield noise or any other noise sources associated with the development are considered to have a potential adverse effect upon residential amenity in the SFA areas, although this will be mitigated with adequate levels of noise reduction on the building façades to meet the internal noise level criteria of BS8233.

It should be noted that while the mitigation measures proposed suggest a 'reasonable' level of noise insulation, the EHO has stated that at least a 'good to best' standard should be expected to ensure maximum protection (especially should actual noise levels exceed modelled noise levels). However as this scheme is in outline it is considered that such matter can be incorporated into the future reserved matter application.

#### 16.2.3 Combined Core Activities

In summary the ES identifies that there are receptors where the noise effects from the combined core site activities of DTC and ABP would not be significant; being to the east and north east of Flemingston village and Flemingston Road Housing



Estate, at Picketston and Eglwys Brewis and to the east of the site on the outskirts of Boverton and to the south at Batslays Farm and Seaview.

It is however, also acknowledged in the ES that there are receptor sites which are identified as having significant noise effects as a result of the combined core site activities, namely receptors overlooking the site in St. Athan Village and isolated properties on St. David's Crescent and St. Johns View and at Boverton Mill Farm. In this regard the Noise Management Plan, which will be required to be submitted by way of condition will provide full details of mitigation and limitations on the operations/activities in respect of the core site activities in order to mitigate the impact on the identified receptors.

#### 16.2.4 Noise Conclusions and Environmental Measures

Notwithstanding that there are acknowledged environmental impacts in respect of the increases in noise relating to, amongst other things, the new NAR, the ES details a number of environmental measures in Table 16.61 of the ES. This table sets out the mitigation measures and proposals for compliance monitoring that have been incorporated into the scheme to mitigate the effects of noise, and includes details of who would be responsible for the implementation of the measures, and the suggested mechanism of compliance to ensure that the proposals would be carried out as envisaged.

In essence, this will form the basis for the submission of detailed Construction Environmental Management Plan (CEMP) and Environmental Management Plan (EMP) which will provide strict controls over matters including: -

- Use of modern well maintained machinery in accordance with manufacturer's instruction.
- Key noise sources and stockpiles positioned to maximise barrier attenuation for nearest receptors.
- Noise Management Plan to identify and actions to be taken in response to noise limit exceedances and/or complaints.
- Maximisation of stand off distances between receptors and key items of plant.
- Operations limited to weekday and Saturday daytime, with further restrictions on particularly noisy operations.
- the construction of a 10m noise barrier to the north, south and east of the engine running facility.
- Restrictions on engine running from the facility on a Sunday or at night
- Restriction where necessary on daytime hours activities

On such matters, it is noted that the Council's EHO would wish to see the hours restricted between 08:00 – 18:00 (Mon – Friday), 08:00 – 13:00 (Saturdays) and not at all on Sundays / Bank Holidays, but that such restrictions should apply only to "noisy elements" , varying depending upon circumstances and proximity of sensitive receptors. These would be fully covered by the CEMP, EMP and by a separate Noise, Vibration & Dust Management Plan

Accordingly, with regard to noise issues Environmental Health (Pollution Control) have raised no objections to the development at ABP.

### 16.3 Odour

By way of background, odour emissions from all sources are covered by the Environmental Protection Act 1990 in relation to statutory nuisance. This document states that in defence of statutory nuisance, an operator must demonstrate that an odour emitting source conforms with best practicable means (BPM) for prevention of odour emission. Best practicable means will be assessed upon the current state of technical knowledge and financial implications of potential mitigation methods.

Planning Policy Wales indicates that odour is a material consideration in the granting of planning permission and that the Local Planning Agency must be satisfied that any remaining pollution concerns are capable of being dealt with.

In considering such matters, the ES has provided a baseline assessment which identifies that odour within and surrounding the site is mainly influenced by the current aircraft activity at St Athan, specifically as a result of the combustion of aviation fuel by aircraft. Although the ES states that there have been no previous complaints associated with odour, the Council's EHO has confirmed that complaints have been made in respect of engine testing.

Technical analysis of odour resulting from aircraft operation have been undertaken, including reference to the existing Defence Support Group (DSG) engine tests on VC10 aircraft. The odour dispersion results within the ES represent the worst case situation, and conclude that it is unlikely that odour annoyance is caused at local receptor locations outside the boundary of the former RAF St Athan.

In considering a future baseline (without development scenario), the ES consider that the number of aircraft movements will increase at the former RAF St Athan. In this respect, while the VC10s are proposed to be phased out, ABP engine running will continue to take place in the same location with no additional attenuation. Full details of future baselines at various points in time relating to phases of the ABP development can be viewed within the ES.

#### 16.3.1 Scope of the Assessment and Assessment of Likely Significant Effects

As a result of the development, emissions of odour associated with the aircraft activities at the site are likely to affect those residential dwellings close to the runway, during take-off and landing cycles, while emissions associated with the engine running facility are likely to affect those points located close to the site boundary where the engine facility is located.

In respect of the former, it is accepted that aircraft emissions during taxi, take off and landing cycle are not likely to be significant, such that they have not been assessed further in the ES. Notwithstanding this, it is acknowledged in the ES that VC10 aircraft do have specific odour problems during the take off and landing phases and it is notable that these aircraft will be phased out by 2014, such that the effect of odour at receptor locations is expected to reduce from this point.

The principle impact therefore revolves around the potential impact from aircraft emissions using the Engine Running Facility, the additional impact of which is dependent on the number, duration and type of runs conducted at former RAF St Athan. In this respect, the proposals seek to construct a new engine running facility south of the runway which will consist of an open topped, 10 m high, three sided enclosure, with aircraft positioned so that exhaust gas from the engines is emitted into the enclosure.

#### 16.3.2 Summary of significant effects : Aircraft Emissions – Engine Running Facility

In considering phase One (2014), the odour assessment has predicted that the impact upon local receptor is not significant, it having been predicted that the impact of Phase One development would be less than the existing baseline using 2008 engine testing data. Odour annoyance is thus unlikely to occur for this scenario.

For Phase 2 (2020), it is similarly predicted that the odour impact of the proposed upon local receptor is not significant, such impact being significantly less than the future baseline scenario 2 (2020), which predicted that an odour annoyance would be likely at receptors located north east of Former RAF St Athan. Odour annoyance is thus unlikely to occur for this scenario.

In respect of development at Phase Three (2028), an odour assessment has been conducted as the engine running facility will operate for longer than the 2 % of the year requirement set by the selected odour criterion (309.5 hours per annum which equates to 3.53 % of the year). The odour assessment predicted that the predicted odour concentrations at receptor locations (5 ouE m<sup>-3</sup> as the 98th percentile of hourly averages odour criterion) is not exceeded at any receptor location for the Phase 3 development scenario.

Accordingly, the odour impact at Phase 3 development would not be significant.

#### 16.3.3 Conclusion

It is a conclusion of the assessment that there will be a negligible Increase in the duration of engine testing due to proposed development at all local receptors at phases 1, 2 and 3, while the development is likely to improve odour concentrations at receptor locations when compared to the equivalent Future Baseline scenario. In this respect, the EHO (Pollution Control) has raised no objection, on the assumption that engine testing would only take place within the ABP. Accordingly, there are no specific environmental measures detailed within the ES in respect of aircraft related mitigation, principally on the basis that odour concentrations at receptor locations are below the adopted odour criterion.

#### 16.4 Conclusion and Summary

Your Officers, in consultation with the Council's EHO, have given detailed consideration to the environmental impacts of the development, and the EHO has confirmed that he is in broad agreement with the assessments and recommendations in the ES submitted as part of the proposals.

As detailed above, there are clearly going to be areas where benefits result but others where the physical impacts of the development would result in increased environmental impacts which cannot be completely mitigated through design or condition. Nevertheless, it is considered that the conditions proposed as part of this report will adequately deal with the mitigation necessary to overcome any negative effects generated, with the EHO concluding that the following conditions are essential : -

- Environmental Management Plan (EMP) to be agreed by condition by this authority prior to start of any beneficial operation
- Construction Environmental Management Plan (CEMP) prior to construction work starting and apply to all elements of the development It must include methods for the control of :
  - noise and its mitigation (also where appropriate reference to BS5228)
  - vibration and its mitigation
  - specific requirements for the mitigation of any piling operations
  - dust control and list of permitted mobile crushers and screens
  - agreed hours for the undertaking of 'noisy' works
  - As some of the above working hours will be in darkness during winter months lighting of the working area was not addressed but should be, since misaligned light beams are subject to nuisance legislation
- Operational Noise Plan to be agreed by this authority prior to start of any beneficial operation.

Compliance with such agreed plans would be subject to continual monitoring to ensure that the construction and operational phases of the development meet the expected standards in order to minimize the impacts of the development upon sensitive receptors, and on the locality in general, and to ensure the development accord with Policies within the adopted unitary development Plan, including ENV 29 and EMP 2.

## **17. HYDROLOGY, GEOLOGY & HYDROGEOLOGY**

The main development area lies within three surface water catchments; these being the Llanmaes Brook/Boverton Brook, the latter designated as a Main River by the EAW (also known as Hoddnant Stream in its lower reaches), the Nant-y-Stepsau and the Rhyl Stream. Highway works at Waycock Cross lie within the surface water catchment area of the River Waycock,

From local knowledge and technical submissions, surface water attenuation is a key issue in the area, with flooding incidents relatively common in Boverton, where six properties and an electricity substation have a history of frequent flooding from the brook. Significant correspondence has been received in respect of flooding concerns in this area.

Given the magnitude of development proposed, it is clear that the proposed development has the potential to impact on the water environment during site preparation, construction and operational phases, if suitable environmental controls and measures are not put in place. In this respect, Policy ENV 7 of the adopted UDP is important insofar as it requires that development will be permitted where it would not, inter alia, have an unacceptable effect on the quality or quantity of water resources or be potentially at risk from flooding, or increase the risk of flooding locally or elsewhere to an unacceptable level.

### 17.1 Flood Risk Management

A Flood Consequence Assessment (FCA) has been prepared for the site (as part of a combined FCA including the DTC development) in accordance with TAN15 which summarises all sources of flood risk, identifying surface water runoff and fluvial flooding as the main flood risk to the site. Proposals for improving the Nant-y-Stepsau to accept Greenfield runoff rates/volumes, as well as the selection and appropriateness of sustainable drainage solutions for the various parts of the proposed development scheme, are also discussed in the FCA.

The FCA has been assessed in detail by the Environment Agency Wales, together with the background 'Hec-Ras Model' produced by Entec Ltd in support of the FCA, following which they have advised in their representations that the model provides a good representation of the local hydraulic climate. They therefore conclude, in summary, that the findings of the FCA and output of the Hec-Ras model submitted in support of the Defence Technical College and Aerospace Business Park appear to be acceptable.

### 17.2 Surface Water Drainage and Attenuation

With specific respect to the ABP development, a Surface Water Drainage Strategy has been produced to demonstrate how surface water will be managed by the development in order to prevent an increase in downstream flood risk. The key elements of this scheme are as follows: -

- The drainage system for the ABP north will be kept separate from the MOD's drainage system under the rest of West Camp, with flows from ABP north routed entirely to the Nant y Stepsau. SuDS attenuation features (underground infiltration and storage tanks) will be located throughout the site, with some further attenuation provided before discharge to the Nant y Stepsau;
- It is proposed to recycle some of the water stored for use within the ABP north buildings.
- ABP South flows will continue to be routed to the Rhyl Stream, managed by an artificial drainage system (SuDS) with attenuation features to attenuate flows entering the Rhyl Stream.
- The SuDS will attenuate flows to greenfield rates and ensure that the discharge to the Rhyl Stream (in combination with the discharge from the DTC area at East Camp) which also joins the Rhyl Stream at this existing discharge point does not exceed the existing un-attenuated discharge.

The EAW advise that it is imperative that any surface water drainage from the new site is adequately managed so as not to increase the flow in the Boverton

Brook, which has been known to cause frequent flooding in the village of Boverton, some 2 kilometres downstream of the application sites. They do note, however, that there is no history of flooding adjacent to the site where the Brook is in its upper reaches and takes the form of a small ditch running alongside the public highway.

EAW also advise that a Greenfield run-off restriction applies to surface water discharges into the Nant-y-Stepsau, which is designated as a main river, and includes any surface water discharges into storm water sewers that ultimately drain into a watercourse. To this end, the FCA confirms the use of sustainable drainage systems (SuDs) where possible, and alternative attenuation to Greenfield rates elsewhere.

The maximum Greenfield run-off rate for any discharges into the Boverton Brook catchment is 3.9 litres/second/hectare, and for the Nant-y-Stepsau is 7.4 litres/second/hectare.

In response to this, the overall drainage strategy for the entire site includes various Sustainable Drainage Systems (SUDS).

To ensure that restricted run-off rates are applied on surface water discharges into the Boverton Brook and Nant-y-Stepsau, a condition is requested to ensure that a scheme for the provision and implementation of a surface water regulation system is submitted to and approved in writing by the Local Planning Authority, and such scheme is implemented prior to the construction of any impermeable surfaces draining to the system. This scheme must also be able to demonstrate that the Greenfield run-off rates for the Boverton Brook and Nant-y-Stepsau are maintained post development.

### 17.3 Foul Drainage and Wastewater Treatment

The submissions and consultation responses advise that the increases in wastewater flows generated by the development would exceed available treatment capacity at the existing Llantwit Major and West Aberthaw WwTWs and therefore sewerage requisition has to be combined with upgrading/ expansion of the existing waste water treatment works.

Dwr Cymru Welsh Water has previously produced an outline design for connecting foul water discharges from the proposed development site to the existing DCWW sewerage, treatment and disposal system. The proposed scheme comprises a new foul pumping station on-site and a rising main to deliver foul flows to Llantwit Major WwTW, as well as an extension of this WwTW to accommodate the additional flows. Additional foul flows are to be dealt with through funding of conveyance infrastructure (new foul pumping station and rising main) and enhancements to treatment provisions at Llantwit Major Wastewater Treatment Works (WwTW).

Welsh Water has since advised that the WAG has changed its development proposals since that outline design (February 2009) to the extent that the report and associated Strategy need to be reviewed and revised. Such a proposal has been provided to WAG but has yet to be progressed. They do, however, advise that they are confident that the development can be served by sufficient

infrastructure, and that they agree in principle with the Foul Water Drainage Strategy, while they require that sewerage and wastewater treatment facilities are installed to service the existing and future development, in accordance with a revised Foul Water Drainage Strategy. This can be appropriately conditioned.

In order to ensure that the Wastewater Treatment Works and conveyance infrastructure is capable of treating all additional foul flows and also to prevent failure of statutory and non-statutory water quality objectives, the EAW also request a condition to ensure that such improvements take place without any adverse impact on the environment, and the implementation of such approved works prior to the first occupation of any buildings/dwellings approved by this permission.

As detailed above, it is also intended that a new foul sewage pumping station (SPS) will serve the proposed development, and an emergency overflow is proposed with two potential receiving watercourses under consideration (although EAW advise that the emergency outfall location (Boverton Brook or Nant y Stepsau) is yet to be agreed).

The EAW have advised that discharge (even only in an emergency) into the Boverton Brook may not be acceptable, and that they expect to be re-consulted on any proposals regarding the location of the emergency overflow outfall and discharge. This would ensure the watercourse selected for the outfall location could achieve sufficient dilution. Irrespective of planning permission, however, consent to discharge will be required from the Environment Agency for the new foul pumping station / emergency overflow.

#### 17.4 Surface water drainage and pollution prevention measures

If run-off from roads and residential parking areas are to be considered for discharge to soakaway, then the EAW advise that they would need to be satisfied that there were adequate protective measures in place including arrangements for effective management and maintenance of the system.

With regards to the increase in car parking and impermeable surfaces, oil interceptors are recommended to be installed on site. SuDS are also a possible way of treating contaminated surface water. Techniques that control pollution close to the source, such as permeable surfaces or infiltration trenches, can offer a suitable means of treatment for run-off from low risk areas such as roofs, car parks and non-operational areas. In higher risk areas, other SuDS facilities such as constructed ponds, wetlands or swales could be considered. Where there is a high risk of oil contamination (that is, car parks) it will be appropriate to use an oil interceptor as part of the SUDS scheme.

The EAW request that the above details and implementation of schemes are controlled by way of condition, requiring full details of a scheme to dispose of foul and surface water.

Welsh Water advises that they have had no detailed discussion with the developer as to their approach to the surface water generated by the development. However they assume that given the nature of the land and presence of watercourses, all surface water would be dealt with on site, and wish

to see particular attention given to the use of sustainable drainage within the design of any structure or drainage system.

In this respect, they support the overall strategy that foul and surface water flows are separated, and that no surface water is to be discharged to the public sewerage system, and the overall strategy that surface water runoff and flood risk is to be managed by a Surface Water Drainage Strategy.

#### 17.5 Silt, Oil and other Possible Pollutants

The potential pollution of controlled waters by silt, oil and other possible pollutants and suitable mitigation measures are mentioned throughout the application. The mitigation measures outlined must be adhered to and implemented otherwise there is a risk of the potential pollution of controlled waters. Accordingly, EAW request submission and approval through condition of a scheme to treat and remove suspended solids from surface water run-off during construction works, together with a condition covering storage of oils, fuels and chemicals, in order to prevent the pollution of controlled waters.

#### 17.6 Highway Drainage

With regard to highway works, the following are proposed:

- St Athan Junction: highway drainage for the junction improvement at St Athan junction will be accommodated in an improvement to the existing highways drainage system on a like for like basis;
- Gileston to Old Mill: surface water runoff will be treated using a positive highway drainage system, before discharging to the River Thaw;
- Waycock Cross: surface water runoff will be treated using a positive highway drainage system, attenuated to the Greenfield runoff conditions stipulated by the EAW, before discharging to the River Waycock<sup>19</sup>. At the new Waycock roundabout, surface water runoff will be routed to attenuation features in the centre of the roundabout

The full details of the above will need to form part of the submissions in respect of overall surface water drainage conditions, as well as detailed highway design.

#### 17.7 Land Contamination

Policy ENV 26 of the UDP states that redevelopment of contaminated and unstable land will be permitted where the contamination and/or instability will be removed or reduced to a level where there is no unacceptable risk to health, safety and the environment.

Following advice from EAW, conditions are recommended in respect of submission of a scheme to deal with the risks associated with contamination of the site, to include a preliminary risk assessment, a site investigation scheme, an options appraisal and remediation strategy and a verification plan identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. EAW also request a condition dealing with



unexpected contamination. This advice is echoed by the Council's Environmental Health Officer recommending compliance with the additional investigations proposed in the ES.

Given that the ES (Chapter 11: Hydrology, Geology and Hydrogeology) recommends the use of planning conditions to enforce compliance with the CEMP and EMP, with the Construction and Phasing Statement (section 2.11: Proposals for dealing with any ecological, archaeological or contamination issues during construction) referring to 'Contamination/Remediation Mitigation Plans' being drawn up for each construction site by Parsons Brinckerhoff/Pell Frischmann, the EAW also request that they are consulted on such mitigation Plans.

## 17.8 Water Supply

Section 11.5.3 of the Environmental Statement is entitled "Water supply and re-use" and contains the proposed water supply infrastructure in general terms. The section states that water supply requirements are yet to be advised to DCWW to enable modelling, establishing of improvements, etc to be undertaken.

With respect to water supply, DCWW advise that there is insufficient capacity in their potable water supply network, such that they require that sufficient upgrades are carried out in line with water supply required for the development. They advise that discussion as to the rate of supply has been ongoing and in depth., including an initial assessment of water supply demands and the scope of the associated upgrades in May 2009. Since that date, however, it appears the required rate of supply has been overestimated and needs to be revised accordingly.

While they await such further information, they nevertheless do not object and recommend a condition requiring that a scheme for off-site water supply to serve the development is implemented in full prior to any beneficial occupation of the development hereby, this being in order to ensure an adequate supply of water can be provided and to ensure that a supply is maintained to existing customers.

## 18. HISTORIC ENVIRONMENT

### 18.1 Impact on Listed Buildings

The site and its surroundings contain the following buildings listed of architectural and historic interest:

- Batslays Farmhouse dates from the late 16<sup>th</sup> century to mid 17<sup>th</sup> century with later addition dating from the 19<sup>th</sup> century. It is constructed of random limestone rubble walls under a Welsh slate gabled roof. The house is listed Grade II as a well preserved sub-medieval farmhouse. Surrounding the house are a number of barns, which are listed either by virtue of being structures attached to the primary building, or detached curtilage structures to the primary building. They are single storey, of stone construction.
- Bethesda'r Fro Chapel: a congregational chapel founded in 1807, although the building dates from circa 1840 (grade 2). The chapel, which is in

regular use, is located immediately to the north west of the West Camp on Eagle Road.

#### 18.1.1 Impact on Grade II Listed Batslays House

The existing grade II-listed Batslays Farmhouse and associated curtilage stone outbuildings are proposed to be refurbished and extended to provide the administration centre for the ABP, to replace the existing facility in the Farmhouse on East Camp which will be demolished as part of the DTC development. The accommodation would include the provision of office facilities for the administration staff, as well as meeting rooms, conference facilities and serviced offices for occasional use by aerospace-related businesses.

Separate Listed Building Consent will obviously be required for any alterations or extensions to the Grade II Listed Batslays farmhouse.

As referred to in the responses to the land ownership notices served by the applicant, there remains a dispute with the landowner concerning the land and buildings at Batslays, which ultimately may have to be determined through a CPO inquiry. While such matters are not ultimately planning matters, nevertheless they do raise an issue concerning the need to ensure that, in the event the existing landowner is required to vacate the buildings, that they are beneficially used as part of this development.

Accordingly, while the use of the buildings for the ABP administration centre is considered to be appropriate and logical (not least because of their proximity to the engine testing facility, hangars and associated buildings and uses). There is considered to be an essential need, due to its listing, to ensure that such works are undertaken at an early stage in the development, in order to ensure that the Listed Building is not left to degrade over time.

In this respect, it is noted that the Phase 1 Masterplan (up to 2014) shows Batslays as 'ABP Administration' (including the demolition of the large buildings surrounding the farmhouse), although the text states that Batslays Farmhouse would be refurbished and extended to provide an ABP administration centre as part of Phase 2 (up to 2020).

Given that the engine testing facility and compass wing would be developed at Phase 1, the expectation is that the use of Batslays Farmhouse as existing would have ceased by that stage, and therefore the concerns expressed above about the building being left without a use for some time may transpire unless suitably controlled.

It is acknowledged that the conversion and refurbishment/ extension of these buildings will be a major financial commitment, but it is nevertheless considered entirely appropriate to impose condition requiring

- a full scheme to refurbish and, if appropriate, extend the main Listed farmhouse is submitted in advance of commencement of works on Phase One of the ABP development; and

- in the event of the farmhouse and its associated outbuildings being unoccupied for a period of greater than six months following the cessation of their existing use as a dwelling and associated agricultural use, that detailed proposals relating to the means of securing the building, its supervision, and proposals to ensure its weather tightness are submitted and approved.

#### 18.1.2 Impact on Chapel at Bethesd'ar Fro

The chapel at Bethesd'ar Fro is only affected insofar as its setting is subject to varying levels of proposed development in proximity to it. This primarily entails new housing to the north of the chapel for the purpose of service family accommodation. Nevertheless, development is sufficiently distant such that the proposals are not considered to have any demonstrably harmful impact upon its setting.

Accordingly, it is concluded that the proposals would have no harmful impact upon listed buildings in the locality, while also positively enhancing the condition and setting of Batslays farmhouse, subject to appropriate controls over its refurbishment and future re-use. The proposals therefore accord with the provisions of Policy ENV 17 of the Unitary Development Plan.

#### 18.2 Impact on Conservation Areas

The application site boundary does not include any Conservation Areas, and therefore there will be no direct effects upon their character or appearance.

There are a number of Conservation Areas which lie within the immediate area of the proposed development, including Llantwit Major, Llanmaes, Boverton, Gileston and Flemingston, with the impact on the last four being specifically addressed in the submitted ES due to their relative proximity.

In considering such impacts, the direct, physical impact of building in terms of setting in each case is considered to be small, while it is considered that the Conservation areas of Llantwit Major, Boverton, Flemingston and Gileston are sufficiently distant from the development site such that there would be no significant impacts upon their character, appearance or, particularly, their setting.

The impact on Llanmaes Conservation Area to the west is similarly considered to be largely unaffected, with no material change to the historic core of the village. The ES has considered the combination of residential development viewed at closer proximity and additional large scale features within the ABP and DTC scheme becoming skyline features of views from the southern approach to the village, and concluded that this would give rise to a low (adverse) magnitude of change which combined with the high sensitivity of the Conservation Area would result in a "moderate/substantial overall effect which would be significant".

Notwithstanding this, however, it is considered that the distances involved and the close-knit nature of the historic core of the Llanmaes Conservation area is such that the physical impact of the ABP and DTC development would not cause demonstrable harm to the character, appearance or setting of the Conservation Area.

For each Conservation area, however, there will be potential other influences in terms of increased local traffic movement in respect of each of the villages and, potentially, construction related traffic. In this respect, it is of note that consultation undertaken during the recent preparation of conservation area appraisals and management plans suggested that one of the most important issues for residents living in the village conservation areas relates to volume and speed of traffic, as well as to the need for enhanced traffic management. These are issues which will need careful evaluation in terms of impact of the future development as it comes into occupancy.

For the reasons given above, it is concluded that there would be no demonstrably harmful impact on the character, appearance or setting of the Conservation areas in the vicinity of the site, such that the proposals would accord with the objectives of Policy ENV 20 of the Unitary Development Plan.

### 18.3 Impact on Archaeological Resource

In considering the adequacy of the Historic Environment Chapter (within the Environmental Statement), Cadw has advised that it is based on an extensive archaeological assessment, and consisted of a detailed desk-based assessment based on a comprehensive study of records and aerial photographs, complemented by a walkover and geophysical surveys.

The geophysical work has been in two parts, with a comprehensive magnetic susceptibility survey used to locate potential anomalies, followed by more detailed magnetometry survey of identified anomalies and sites identified in the desk-based assessment. From the results of this work, an archaeological field evaluation has been designed and commissioned.

Cadw has advised that they consider the archaeological evaluation and Historic Environment chapter to have been carried out to a high standard, in line with the Welsh Assembly Government's guidance.

The Council's archaeological advisors, Glamorgan Gwent Archaeological Trust (GGAT), advised that nationally important archaeological features could be located in the application area, and that the applicant should be requested to commission such archaeological work, and that the application should be deferred until a report on the archaeological evaluation has been submitted.

This is in accordance with the advice in the Development Brief, which advised that:-

"Archaeological investigations since 2003 at Eglwys-Brewis, in advance of construction of the DARA Super-Hangar, revealed remains of Medieval occupation and a ditched enclosure of possible Iron Age or Romano-British date. There is some potential for the presence of further features within previously undisturbed parts of the site. It will therefore be necessary for further development to be **preceded** by appropriate archaeological investigation, in consultation with the Glamorgan/Gwent Archaeological Trust and the Local Planning Authority, in order to ensure that any further features can be appropriately recorded".

Given that such evaluation work was not undertaken prior to submission (despite the advice in the Brief), as required by Planning Policy Wales (2002) and Circular 60/96, the applicant was requested to conduct an archaeological field evaluation. The field evaluation is the final stage of archaeological investigation prior to the determination of the planning application and follows the compilation of a desk-based archaeological assessment and a geophysical survey of the area.

Such work has since been commissioned, with the agreed project design for the evaluation work requiring the excavation of some 243 trenches, all being 25m by 2m. The field evaluation has been ongoing during August 2009/ early September 2009, with such works being the subject of monitoring and reporting by the Council's archaeological advisors.

Following completion of such evaluation works, a final response has been received from Glamorgan Gwent Archaeological Trust, who have concluded as follows: -

The archaeological assessment and evaluation has provided sufficient information for the impact of the proposed development on the archaeological resource to be determined.

The work has not identified any archaeological sites or monuments of sufficient importance for the current planning applications to be refused on archaeological grounds. However, as it is clear that there is an important and complex archaeological resource in most of the proposed development areas that there will be a need for appropriate methodologies to be devised to retain and preserve these archaeological features in the new development where this is possible and for a programme of archaeological investigation to be implemented where the archaeological resource will be damaged. In order to ensure that the required works are carried out it is suggested that two conditions are attached to any planning consents that are granted by your Members in response to the current applications. The first condition will require the applicant to submit a detailed programme of investigation for the archaeological resource prior to the development commencing. Whilst the details of this scheme will require further analysis of the results of the archaeological evaluation, we envisage that it will take into account the recommendations made in this letter and include areas of the site being stripped under archaeological supervision using machines with a backacter equipped with a toothless bucket prior to any other construction work commencing with any identified archaeological features being investigated and recorded, along with contingency arrangements in case unexpected discoveries are made.

Accordingly, the grant of planning permission subject to conditions would meet with the objectives of Policies ENV18 - Archaeological Field Evaluation; and ENV19 - Preservation of Archaeological Remains of the Unitary Development Plan.

#### 18.4 Impact on Scheduled Ancient Monuments

Cadw have made the following observations on the SAMs in the locality, with only one SAM considered to be of relevance for the ABP development as follows: -

West Orchard Manor House - This site lies immediately outside the boundary of the southern part of the proposed Aerospace Business Park. There are currently two RAF buildings close to the western boundary of the scheduled area. The development masterplan shows these being replaced by two buildings with similar footprints. Therefore, in Cadw's opinion, any effects on the setting of this ancient monument would be considered to be slight.

Accordingly, there are no objections in respect of the impact on Scheduled Ancient Monuments in the locality.

#### 18.5 Other Historic Environment effects

During its review of the twentieth century military structures, Cadw has identified the Airfield Ground Defences at RAF St Athan as being of national importance. Extended discussions between Cadw and Entec, the developer's archaeological consultant during the preparation of the Environmental Statement, have led to a scheme where 28 out of 30 structures making up this system will be retained in the overall development (an individual pill box at Batslays together with an individual pill box at Picketston as part of the DTC scheme).

Cadw advises that, if planning permission is granted for this development, Cadw will consider whether to afford the 28 structures to be retained, statutory protection under the Ancient Monuments Archaeological Areas Act 1979.

In this respect, Cadw have no objection, and it is concluded that their loss does not diminish the importance of the surviving group nor does it compromise an understanding of the group or particular defensive arrangements between related clusters of defence structures. As inferred by Cadw's response, the provision of sports facilities at Picketston (as part of the DTC proposals) also offers the prospect of managed access to the important cluster of structures focussed on the Battle Headquarters, a key feature of the Airfield Ground Defences.

#### 18.6 Other Matters

In their representations, the National Museum of Wales have recommended the creation of an 'archaeological advisory group', within which their staff would be represented, with they consider could considerably benefit the flow of information during the archaeological works, and provide additional support, quality assurance, long-term continuity and maximise the opportunities for research synthesis and presented outputs. The advantages of such a group are not strictly part of the consideration of the planning merits, but the applicants have been advised of such a proposal and encouraged to facilitate such a group should the archaeological evaluation results merit it.

## 19. ECOLOGICAL ISSUES

From a consideration of section 8 of the report, it is apparent that one of the key areas of concern relates to the loss of habitat and biodiversity as a result of the development. This section of the report considers matters relating to ecology, having regard to national policy and guidance and the comments of the CCW as a statutory consultee.

Paragraph 5.5.11 (Protected Species) of Planning Policy Wales states that “the presence of a species protected under European or UK legislation is a material consideration when a local planning authority is considering a development proposal which, if carried out, would be likely to result in disturbance or harm to the species or its habitat.”

Paragraph 5.5.12 further adds that “.....new developments for which development works would contravene the protection afforded to European protected species require derogations from the provisions of the Habitats Directive. A derogation may only be authorised if there is no satisfactory alternative and if the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range.” More detailed advice and guidance is contained within TAN 5 – Nature Conservation and Planning (November 1996).

Policy ENV 16 within the adopted Unitary Development Plan states that permission will only be given for development that would cause harm to or threaten the continued viability of a protected species if it can be clearly demonstrated that there are exceptional circumstances that justify the proposals, there is no satisfactory alternative, and effective mitigation measures are provided by the developer.

This essentially follows the requirements of National and European legislation, particularly, the Conservation (Natural Habitats & c.) Regulations 1994, governing the impact on protected species.

### 19.1 The proposals

The application has been accompanied by a full range of ecological surveys, impact assessments and strategies for protection of protected species. In addition, an Ecological Mitigation Strategy to illustrate the required protection proposals for great Crested Newts, Bats, Dormouse and Otters has been submitted. The submissions also advise that the impact of the statutory requirements in respect of Protected Species has also influenced the Masterplan where green corridors, protected habitats and habitat enhancements are integrated within the site wide landscape proposals.

The extensive surveys undertaken at and around the site have identified the presence of species including: -

- Four species of reptile (slowworm, a small number of adder, grass snake, and common lizard)
- Great Crested Newt
- Common frog, common toad and palmate newt

- Evidence of otter activity on the majority of the watercourses
- Limited evidence of badger activity
- Presence of dormouse (a single nest found during surveys in the south-west part of the site)
- a number of confirmed bat roosts within buildings
- At least six species of bat
- A large number of predominantly common bird species, including four red list species, 11 UKBAP and two LBAP species, 14 species of importance under Section 42 (s42) of the NERC Act (2006) and three Schedule 1 species (although of these only barn owl *Tyto alba* was found to be breeding).
- European Eel (UKBAP and s42 species) occurs in watercourses within and adjacent to the site, and bullhead, a local and declining species, is also present in some watercourses.

From the detailed surveys, in essence the key issues are as follows (Members will note that these areas are in the main related to the DTC proposals): -

- East Camp Three ponds with Great Crested Newt (GCN) populations are located within the East Camp site, with fragmented habitats providing foraging resources and nesting habitats for common species, but which do not at present represent a 'joined-up' link to the wider landscape.
- Picketston Key considerations to be observed by proposals for the Picketston area include existing Bat Roosts, Bat flight Lines, evidence of Barn owl activity and the potential within the Nant-y- Stepsau Stream areas for otter use.
- Castleton To the east of the sites, a candidate Site of Importance for Nature Conservation (cSinC) is located along (and including) The River Thaw, Rills Valley, Oxmoor Wood and Salt marsh and provides a diverse habitat of high ecological value which abuts directly onto the Castleton site area. The Lower River Thaw Special Landscape Area is used extensively by bats, otters, badgers and birds, with suitable habitats for crayfish and water voles.

## 19.2 Analysis

Following extensive survey work, the Ecological Mitigation Strategy has been developed through discussion with CCW, WAG and the Council, and can be summarised as follows:

- Where possible the retention of trees covered by TPO's and important hedgerows.
- The protection of Nant y Stepsau, and Boverton Brook water courses.
- Translocation of Bats and the re-provision of roosts within the Application area.
- Translocation of great Crested newts and the re-provision of ponds and habitat within the Application area.
- improvement of biodiversity through use of native and locally appropriate species.



- An overall considerable enhancement of habitat for all species, but in particular GCN where an exemplar scheme of mitigation and enhancement has been developed.

The Countryside Council for Wales (CCW) has advised in their consultation response (provided jointly for both the DTC and ABP applications) that they welcome the commitment to the conservation and enhancement of biodiversity proposed in conjunction with these developments and recognise the extensive ecological work to date. Their primary comments relate to the European Protected Species on site, (those species listed on Schedule 2 of the Conservation (Natural Habitats, &c.) Regulations 1994), most particularly great crested newts, bats and dormice.

The original submissions have been complemented by additional information received by letter dated 28<sup>th</sup> August 2009 letter, which CCW considers now provide an adequate basis upon which to make an informed assessment of the likely impact of the proposals on the favourable conservation status (FCS) of the species concerned.

Although they state that they still have a number of outstanding concerns, they consider it should be possible to address these concerns through the application of appropriate conditions, with such matters discussed below.

#### 19.2.1 Great Crested Newts

Significant survey work has been undertaken and ecological mitigation proposed in respect of the impact on the GCN populations within and around the site boundary. The submissions advise that environmental measures will be implemented to avoid/ minimise/ compensate for potentially significant effects on GCN arising as a result of the development, and that the favourable conservation status of the local GCN population would be maintained and significant negative effects avoided, while it could be argued that parts of the population will be enhanced through provision of terrestrial habitat of greater quality than that it replaces.

As part of the mitigation strategy, it is proposed to create a 'necklace' of additional breeding ponds around the outer peripheral areas of the site(s), the majority of which will comprise newly created ponds requiring planning permission. (note: nine ponds to the south of the runway have already been provided in preparation for the translocation of newts from the 3 emergency water storage tanks on East Camp.)

The proposal for these additional ponds around the outer periphery involves them being located approximately 500 metres or less apart from each other and being linked by a continuous corridor of appropriate terrestrial habitat that will be suitable for the movement, foraging and hibernation of the Great Crested Newt.

CCW have advised that they welcome the intention to create a 'necklace' of new ponds around the periphery of the site, linked by a corridor of terrestrial habitats, which they state will add considerably to the aquatic habitats available to great crested newts in the area, though they have sought clarification about the design of these ponds and when they will be constructed, as well as details of what additional measures will be taken to ensure that these new ponds maintain a water supply.

The need for these to be provided (and when) can be adequately conditioned, and will also be controlled through the required WAG license, while their detailed design etc, will in any event be required to be approved through a planning application seeking permission in full for the construction of ponds in accordance with the Ecological Mitigation Strategy. This will ensure that the precise nature and form of these ecological measures is demonstrated in support of the overall ecological strategy for the DTC and ABP sites.

In addition, it is understood that the intention is to proceed with implementing such proposals at an early stage in the programme in order to provide the appropriate mitigation measures as soon as required.

CCW has expressed concerns in respect of the supporting terrestrial habitat corridor, and potential 'pinch points', and the need to ensure that these areas of reduced width are not too narrow and therefore subject to 'edge effects'. In this respect, they sought assurance that the corridor will be a minimum 10m at all times and that the corridor is practical and achievable in real terms. They also stated that, given that management of habitats created for great crested newts cannot be guaranteed outside the applicants' ownership, they recommend a wider terrestrial corridor minimum size 20m in width, a view which is strengthened by the intention to exclude great crested newts from the working base, since it is relying on habitats outside of the site and outside of the applicants control to make the case for supporting habitat for each pond. A condition is recommended to cover further submission of details in this regard.

Finally, they have stated that they welcome the c.144ha of terrestrial habitat which will be available to GCN within land owned by the applicant (most of which is within the Castleton Farm training area, which Members will note forms part of the DTC proposals) and the indication that this will be managed in the long term. Nevertheless, they require clarification on the nature of the management of the terrestrial habitat corridor & other terrestrial habitats, and assurances about the mechanisms used to ensure that appropriate management for great crested will be carried out in the longer term. They accept, however, that this can be conditioned through requirement for a long-term management plan.

#### 19.2.2 Bats

Survey work has been undertaken in respect of bats, and submissions indicate that mitigation measures for bats will include, amongst other things, the replacement of roosts and the provision of new roosts by the construction of 6 new, purpose-built bat house buildings, incorporating underground sections, to be located around the periphery of the development sites. These are the subject of a separate planning application.

In response, CCW have welcomed the extensive survey work carried out associated with bats and recognise the challenges posed by the volume of buildings, structures and trees to be surveyed. They are also satisfied that such matters can be addressed through condition relating to such bat mitigation and compensation measures.

### 19.2.3 Dormice

The development has the potential to result in two effects on the Dormouse population, those of habitat loss and fragmentation. In this respect, a development licence from WAG is required prior to works commencing to allow the potentially disturbing works to proceed without causing an offence under the relevant legislation. This will detail the measures that will be implemented to minimise potential effects on dormouse.

CCW note that the strategy for mitigating impacts on dormice relies on 2 key aspects; the planting of new (enhanced) corridors as a place to live and for movement and the provision of dormouse bridges and crossings.

The CCW is now satisfied that such matters can be dealt with through condition, including details of the location and form of wildlife crossings.

### 19.2.4 Other Species (including Otters, Reptiles and Badger)

The impact on / mitigation for other species include: -

- **Otters** recorded on all watercourses within the St Athan development area. Given the amount of suitable alternative habitat available, the amount of habitat loss or altered will not significantly affect the long-term distribution and abundance of the local otter population. Therefore the conservation status will be maintained and significant effects will not occur
- The main impacts on **badgers** from the proposed developments will be loss of foraging habitat, habitat severance and potential road deaths. Propose provision of badger fencing along the Northern Access Road, Southern Access, Road and the Gileston to Old Mill sections
- Mitigation will generally look to protect **reptiles** *in situ* during construction, allowing re-colonisation following completion of these works. Reptile clearance will be undertaken through a combination of habitat manipulation and fencing and trapping; Translocated reptiles will be accommodated overwinter by provision of additionally constructed hibernacula at two chosen receptor sites; St John's Valley and Castleton.
- In general, the main impacts on **breeding birds** will result from site clearance operations, including demolition. The impacts of the development will be alleviated / removed through Best Working Practices with regards to birds, including all vegetation clearance being undertaken outside of the bird breeding season (March to September inclusive).

CCW have welcomed the proposals for other species on site, particularly otter, reptiles and badger, and particularly welcome the intention to re-survey areas previously surveyed for these species as the development progresses, to ensure that ecological interests have not changed in the intervening time.

### 19.2.5 Hedgerows

A number of hedgerows across the site are designated as “important” under the 1997 Hedgerow Regulations or are considered species-rich.

The majority of hedgerows (including “important” hedgerows) within the area are intensively managed for agricultural purposes and as such do not generally provide good ecological habitat. Impacts on hedgerows will be complete loss or more often severance of the hedgerow. Mitigation will comprise the translocation of hedgerows where practical and appropriate and the planting of new hedgerows.

### 19.3 Conclusions

In conclusion, it is clear that detailed consideration has been given to the impact on protected species, and to the conservation and enhancement of biodiversity in conjunction with these developments, with both CCW and the Council’s ecology section satisfied that the ecological mitigation proposals are acceptable, subject to the submission of additional detailed information in respect of detailed monitoring, management and mitigation.

It will be necessary for the developer to apply for a development licence from the National Assembly (relating to European protected Species such as Great Crested Newts and Bats), and the applicants are fully aware of such legislative requirements.

Before a licence can be granted the “three tests” specified in the Habitats Directive (given below) have to be met, and where a European Protected Species is found to be present on site, the Local Planning Authority should consult with the Countryside Council for Wales to seek their advice on whether test (ii) is met before the granting of a consent.

#### The “Three Tests”

- (i) There is “no satisfactory alternative” to the derogation.
- (ii) The derogation is “not detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range”.
- (iii) The derogation is “in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment”.

Of the tests, the Local Planning Authority is required to ensure that tests 1 and 3 have been satisfied and CCW need to ensure that test 2 is satisfied.

Provided that the commitments in the mitigation strategy are translated into, and implemented as, enforceable conditions as part of any planning permission, CCW has no objections, and therefore it is concluded that the applicants have satisfactorily demonstrated that test (ii) would be met in that there will be no detriment to the favourable conservation status of protected species at the site.

In considering test (i), it is accepted for all the reasons expanded upon in this report that there is no satisfactory alternative to the site / development while similarly in relation to test 3, it is considered that the scale and nature of the application, and its acknowledged economic and other benefits to the Vale of Glamorgan, together with the significance of the mitigation and positive enhancements proposed by the proposal, that there are overriding reasons why this test is met.

Accordingly, subject to appropriate conditions requiring the submission of further detailed ecological reports etc., there is considered to be no overriding objection on ecological grounds such that the development would accord with the objectives of Policy ENV16 of the Unitary Development Plan.

## **20. HEALTH IMPACT**

### **20.1 Impacts on Health**

As part of the Environmental Statement a health needs assessment (HNA) has been undertaken and has estimated the potential impact on its services based on an assessment of the total number of people associated with the development who will be dependent on NHS health facilities. The Assessment indicates that St Athan currently has two branch surgeries (which do not provide services every working day) that serve the population.

The assessment has analysed the demand for health services having regard to the fact that the area of residence of the incoming civilian employee population will be difficult to establish. Many of the roles at the site will be taken by residents of St Athan, the wider Vale of Glamorgan and travel-to-work-area. These individuals already receive primary care within the existing NHS provision. A number of civilian employees will locate to the area to fill employment roles at the site but will locate not only at St. Athan but within the wider travel-to-work-area (TTWA) as well. This is particularly the case in relation to the DTC proposals.

Members will note that the DTC and ABP developments are not proposing to construct additional housing to support this potential workforce (only the service personnel in relation to the DTC who will be catered for by the proposed on site health care provision).

The additional demand on a range of health services is therefore likely to emerge as a consequence of the DTC proposals, and for this reason the issue is addressed in greater detail within that report.

### **20.2 Potential Effect on Local Health Services Arising During Construction Period**

Construction workers will not be provided with any health care facilities. In terms of secondary care provision the main requirement from the construction population is likely to be for accident and emergency provision.

It should also be noted that the developers of both DTC and ABP have indicated their intention to undertake a full health needs assessment which will be undertaken in conjunction with the Local Health Board. This will seek to identify all negative and positive health effects generated by the developments and provide an ongoing solution to problems should the need arise. Such an approach is considered appropriate.

## **21. AGRICULTURAL IMPACT**

### **21.1 Land Quality**

Planning Policy Wales seeks to conserve the 'best and most versatile' agricultural land (grades 1, 2 and 3a) as a finite resource for the future, stating that such land should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable. Policy ENV 2 of the UDP similarly requires an 'overriding need' to be demonstrated before such development should be approved.

The Provisional Agricultural Land Classification (ALC) map defines the site as being predominately Grade 2, however, the applicants consultants have undertaken a series of ALC surveys in accordance with Ministry of Agriculture Fisheries and Food guidelines, which show that only two areas (for the ABP development) are recorded as containing land classified as Best and Most Versatile (BMV) agricultural land. These areas (Gileston together with an area to the north west of West Camp along the route of the Northern Access Road) contain 0.74 and 0.726 hectares of BMV land respectively (a total of 1.466 hectares)

It is noted that these figures are different to those quoted in the original ES, but have since been confirmed by the applicants as more up-to-date and accurate representations of the full extent of BMV involved in these areas.

Following concerns that the information submitted was not supported by the background survey details or a specifically-targeted agricultural report for each (or both) applications addressing what surveys have been undertaken etc. the applicants have submitted supplementary reports (one for each application site) to support and justify the ALC maps that accompany the applications. These incorporate the original survey findings and soil sampling results.

For the ABP application, the impact on BMV is limited to the following areas: -

- Gileston – along the route of the highway improvements
- Along the proposed route of Northern Access Road

In considering the impact of the development on agricultural land quality, it is notable that the impact on Grade 3a land (BMV) is limited to 1.466 Hectares, these areas being the land affected for the NAR (0.740 hectares) and Gileston to Old Mill Road improvements (0.726 hectares).

The extent of land affected is therefore small in proportion to the scale of development proposed (0.8% of the overall site), which is considerably less than the 20 hectares threshold which historically triggered the involvement of MAFF as potentially being of greater than local significance. It is therefore accepted as being below the threshold at which such loss would be regarded as being of national significance.

Nevertheless, it remains to be assessed against national and local policy concerning agricultural land quality, and in this respect the Policies referred to above are pertinent.

In this respect, while the loss of BMV is regrettable, the need for the proposed road improvements/ provision are accepted earlier in the report, while the alignment of the NAR is accepted as being constrained by the highway requirements for the proposed B4265 junction to the west and the gap between Rose Cottage and Froglands Farm in the east.

Accordingly, it is concluded that there is both an overriding need for the development and that the development works affecting such land could not be accommodated on lower grade land in this vicinity for the reasons stated above. In this respect it is considered that the proposals do not pose a significant adverse threat to agricultural land such that there would therefore be no demonstrable breach of Policy ENV2 or National Policy in this regard.

#### 21.2 Impact on Agricultural Holdings

The national policy background for assessing development as it affects a farm holding is found in TAN6 and Planning Policy Wales, with paragraph 8 stating that the loss of part of a holding can have important implications for the remainder and the effect of severance upon the farm may be relevant, and paragraph 4.1.6 of PPW stating that the personal circumstances or hardship of occupiers or difficulties of business which are of value to the local community may be material considerations.

Within this context, a large part of the land required for the ABP South development comprises land forming part of Batslays Farm, whose owners have made representations on the application both as landowners and as local residents (on planning grounds)

With specific reference to the impact on their land holding, their legal representative has confirmed that his client is in discussion with WAG concerning the acquisition of their property, but unless and until suitable terms are agreed, they strongly objects to the proposal on the following grounds: -

1. Our client will lose their family home which has been occupied for many generations over a period in excess of 125 years
2. our client will lose the farm buildings from the remainder of the farmland which is not acquired is managed and run
3. the acquisition of our clients land will result in the effective extinguishment of our clients business and livelihood of our client and their immediate family

4. the land which is proposed to be acquired from our client will leave significant areas of our clients land isolated and our client needs conformation that suitable rights of access will be maintained to them
5. the proposed location of the engine test beds some metres from our clients listed building farmhouse will, in operation, make the beneficial use of our client's property impossible

The above objections are clearly material to the determination of the current application, insofar as the application would, indeed, materially affect their ability to continue farming the remaining land in the ownership, given the loss of existing farm buildings and dwelling serving the holding that would result. Such conclusions, however, are also affected by the ability of the landowner to gain consent for any new buildings essential to replace existing farm infrastructure.

Nevertheless, it is clear that negotiations are continuing with the landowner with a view to reaching agreement on the purchase of the land, while such matters would / may also be the subject of detailed consideration by the impending Inquiry into the Compulsory Purchase Order relating to the overall development. Nevertheless, to date no formal offer or agreement has been made, so this prospect is beset with uncertainties.

In addition, discussions have been held with the landowner and his agent with a view to identifying a suitable prospective site to replace existing dwelling/ buildings to allow the holding to continue to operate effectively.

It is also notable that the objections are from a landowner, and there are no *tenant* farmers that will be affected, such that the owners actually have greater control over the ability of the applicant to implement the scheme, and to influence their own future through the CPO action.

In addition to the above, WAG have carried out a survey / report on the impact on agricultural holdings specifically related to Batslays Farm (copy provided at **Appendix 18**), which concludes that the holding in question would remain sustainable as a business with the implementation of the ABP. Accordingly, there are not considered to be any objections on matters relating to the impact on existing agricultural land holdings.

Accordingly, there are not considered to be any objections on matters relating to the impact on existing agricultural land holdings which cannot be satisfactorily overcome.

## **22. SECTION 106 ISSUES**

### **22.1 Section 106 Issues (General)**

In considering the need for planning obligations, the Council has assessed the development proposals, having regard to the national and local planning policy requirements. Your officers have also considered the responses to consultation, a number of which responses refer to the impacts on facilities and infrastructure. There have been a significant number of meetings and discussions held between your officers and the applicant on a range of measures which has resulted in the negotiation of a range of planning obligations. These obligations will be secured



in a Section 106 agreement between the interested parties. This section outlines those planning obligations and also highlights those areas to be dealt with by condition rather than legal agreement. Planning Policy Wales advises that if there is a choice between imposing conditions and entering into a planning obligation, the imposition of a condition is preferable. This is because conditions are seen to be more transparent, offer greater flexibility in the light of changing circumstances and offer a developer the right of appeal to the Assembly against those conditions considered to be onerous.

#### 22.1.1 Transport

The application is supported by a Transport Assessment including a Transport Implementation Strategy and Travel Plans for the DTC, ABP and construction traffic, which has been considered earlier in the report at section 14. There are various highway works and sustainable transport facilities required as a result of the development which will be secured either by condition, section 106 agreement or Highway Agreement.

#### 22.1.2 Highway Matters

There are a number of highway improvement works proposed which are required as a result of the development:

- Provision of the Northern Access Road
- Improved traffic signals on B4265 at Llanmaes / Llantwit Major Junction
- Traffic signals on B4265 at Gileston Cross / St. Athan Junction
- Road improvements on B4265 at Gileston to Old Mill, Aberthaw
- Junction improvements at Waycock Cross, Barry
- Provision of the Southern Access Road to serve ABP only

These will be the subject of separate highway agreements to specify the detailed design and delivery mechanisms. However, in view of the fact that these works are required to be carried out in advance of other parts of the development, it is necessary to control the phasing of the delivery of the highway works. This will be done through conditions rather than the section 106 agreement.

In addition the agreement will include a clause in respect of the requirement for traffic regulation orders to be administered and implemented where necessary at the developer's expense.

#### 22.1.3 Sustainable Transport

Local and national planning policies emphasise the need for developments to be accessible by alternative modes of transport other than the private car. Therefore, it is essential that facilities are provided or enhanced for sustainable transport (i.e. for pedestrians, cyclists and public transport patrons) serving the site. A number of measures for sustainable transport are detailed earlier in the report at section 14. These have been negotiated during the application process by your officers and will in the main be secured through relevant conditions.

However, the section 106 agreement will include clauses to secure the provision of the following sustainable transport facilities serving the development:

- A dedicated shuttle bus service to link ABP North Gate / DTC Gate 1 with Llantwit Major Train Station, for rail passengers between the hours of 07.00 and 19.00 on working days (i.e. every day except Saturday, Sunday and Bank Holidays) for 25 years from DTC opening date or the completion of phase 1 of the ABP, whichever is the earlier. This service will operate as a public service and will be available for use by all passengers with a valid rail ticket;
- A fund of £30,000 to enable the undertaking of traffic surveys to analyse the impact of the development on the road network, in the vicinity of the development; \*
- A fund of £250,000 for highway improvement and/or traffic management measures which are deemed necessary as a result of the survey analysis to mitigate the impact of the development on the road network in the vicinity of the development;\*
- ABP and Construction Travel Plans - make provisions for representatives of the Council to be invited to sit on the Travel Plan Management Board, the appointment of Travel Plan Coordinator(s), and putting in place appropriate reporting mechanisms.

These are considered to be necessary planning obligations rather than conditions principally because they relate to financial matters or are more detailed than would be included within conditions, or will be provided over a long period of time.

#### 22.1.4 Recreational routes (PROW)

The Council's Public Rights of Way (PROW) Officer has identified a number of public footpaths in the vicinity of the development site which are likely to be used for recreation purposes by the future occupiers of the DTC and employees of the ABP. A contribution of £92,000 has been sought to provide improvements to the PROW network to meet this additional demand. Works to footpaths 5, 6, 7, 8, 9, and 10 (at St. Athan), 1, 2, 3, 4 and 5 (at Flemingston), 1 (at Eglwys Brewis) and 12 (at Llancarfan) have been identified, including replacement of stiles, erection of hunting or kissing gates, waymarker posts, resurfacing, vegetation clearance, new steps, footpath extensions, and information boards.

TAN 16 (Sport, Recreation and Open Space) emphasises the importance of public rights of way, and states that local planning authorities should seek to promote and provide better facilities for walkers, cyclists and horse riders. It states that planning obligations can be used to safeguard and enhance existing recreational facilities such as rights of way, which will usually be justified when the quantity or quality of provision is inadequate, or under threat, or where new development increases local needs (paragraph 4.15 refers). Therefore, in view of the large increase in population in the area cumulatively resulting from the proposed development of the DTC and ABP, it is considered appropriate to seek a contribution for off-site improvements to the PROW network to meet these additional needs.

The developers have agreed to make a contribution of £20,000 (cumulatively between both the DTC and ABP developments) on or before the commencement of the development to enhance the PROW network in the vicinity of the site. Whilst this falls short of the initially requested £92,000, it is noted that off-site works are to be secured through conditions. These include the enhancement of the steps onto the B4265 which link to footpath No. 40 to be DDA compliant. Furthermore improved provision for disabled access to the PROW as part of the highway works at Gileston to Old Mill, is to be secured, which is likely to involve a significant cost to the developer. As a consequence, these proposals are considered to be sufficient to satisfy the relevant planning policies in respect of recreational routes.

#### 22.1.5 Public Art

The Council has a percent for art policy which is supported by the Council's adopted supplementary planning guidance on Public Art. On major developments, developers are required to set aside a minimum of 1% of their project budget specifically for the commissioning of art and, as a rule, public art should be provided on site integral to the development proposal. In this case, the public art policy applies to the entire development. As the proposal is in outline, the Section 106 Agreement will require the future submission of build costs to calculate the value of the public art contribution and requiring the future submission of a public art strategy to show how the contribution is being implemented on the site. A condition is recommended requiring the reserved matters application(s) to be accompanied by a public art strategy.

#### 22.1.6 Training and Development

The Council's adopted Planning Obligations SPG recognises that part of the justification for permitting new commercial developments is the employment opportunities they present. Training local residents, especially those in deprived areas, to be able to apply for some of the new job opportunities helps to create sustainable communities. Therefore on major commercial developments the Council seeks to maximise training and development opportunities for the Vale of Glamorgan's resident population. This can be provided by the developer on site, or provided in the form of a financial contribution to the Council to facilitate skills training to boost local economic development.

The Welsh Assembly have advised that it is the responsibility of the Welsh Ministers to secure the provision of proper facilities for post 16 and reasonable facilities for post 19 education and training including education and training required in different sectors of employment for employees. The development of the ABP has already been recognised as a priority and the Welsh Assembly Government will be requiring Providers of Learning to direct additional support through their existing recurrent funding mechanisms. Work force development programmes are also in place to support inward investors and aerospace businesses looking to locate at the ABP.

In light of the above and the unique position of the applicant, it is not considered necessary to secure planning obligations in respect of training and development and instead a future training strategy can be secured by condition.

In addition a condition is recommended requiring a Labour Recruitment Strategy to be submitted to include the provision of a local 'job shop' to ensure the developer undertakes best endeavours to facilitate best available access to the opportunities for employment arising from the construction and operation of the development.

## 22.2 Conclusion on Section 106 Planning Obligation Matters

It is considered that the section 106 planning obligations, when considered and delivered alongside those facilities and services to be provided in kind and secured through planning conditions, are sufficient to properly mitigate the impacts of the proposed development, and to serve the needs of the future occupiers of the development. Therefore, when taken as a whole it is considered the development complies with the Circular (13/97) on Planning Obligations, the advice in Planning Policy Wales, the relevant TANs and the Council's own policies contained in the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011 and Planning Obligations SPG.

## **23. PHASING ISSUES**

Development of the Aerospace Business Park is proposed to take place up to 2028 (a period of 19 years), and it would appear that the extensive time period sought/ advised for such development is due largely to the uncertainties associated with such development for an aerospace centre of excellence, which is largely dependent on commercial demand.

Nevertheless, the submissions demonstrate that a sound analysis of need for such development has been undertaken, and that the master planning process and phasing plans have been produced following a rational assessment of the required and likely development over that period of time.

Within this context, it is noteworthy that 3 phases of development have been identified (see section 3.3 for details), with the development carried out incrementally over a period of time up to 2028.

During discussions the applicants have requested that the time limit for submission of reserved matters for the development substantially exceeds the 'normal' 3 year time limit (and exceeds the 'normal' 5 years total permission accordingly), given the planned lengthy implementation which is currently proposed

These views have been given serious consideration, and given the magnitude of the proposals and the anticipated economic benefits discussed above, it is accepted that there is justification in providing an extended period of time for such submissions, given the long lead-in period to development and the clear synergy with the adjoining DTC.

Nevertheless, there remains a necessity to ensure that any future development is satisfactorily controlled and it is considered that a phasing condition could be imposed which would tie in submission of reserved matters by phase, for example: -

In respect of Phase 1 the reserved matters submission should be made within 5 years, the Phase 2 reserved matters submission made within 10 years and the Phase 3 reserved matters submission within 15 years. This would mean that the overall length of the consent would increase from the usual 5 years to 15 years.

Members will also note from the detailed analysis of the proposal that the phasing of various aspects of the development will be critical not only to manage construction and the associated impacts but also to mitigate the impacts of the development on various interests of acknowledged importance. In this regard a number of conditions are recommended to deal with the following areas:

- Demolition processes and the reuse and disposal of arisings.
- Construction program.
- Construction traffic
- Phasing of elements of the development, with particular regard to the timing of the construction of the NAR, SAR and off site highway improvements.
- Plans to detail measures to mitigate the environmental and ecological impact of the proposals. Both are required to protect residential amenity as well as ecological interests.

Members should note that the scheme insofar as it relates to the vast majority of the built development is in outline form and a number of these conditions relating to phasing are imposed now to ensure that such matters are addressed in the approval of reserved matters and subsequent detailed submissions.

## **23 CONCLUSION**

The proposal is both significant and complex. The legislative context for reaching a decision is nevertheless straightforward, in that decisions are made in accordance with Section 38 of The Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011.

As stated in the report the redevelopment of the site for an Aerospace Business Park can be considered to fall within the spirit of the UDP (policy EMP 10 refers). The proposal in its entirety does however extend beyond the UDP reference to EMP 10 particularly the NAR and elements of the development south of the runway. In view of the above, the report and your officers' analysis has focused initially on the principle of the development and in particular the rationale for the scheme in its entirety as well as those elements that represent a departure from the adopted UDP.

The policy section of this report advises of the status of the St. Athan area both in terms of the WSP and ongoing work on the LDP. It is acknowledged that reference to St. Athan as a strategic opportunity area within the WSP is material. In this regard the concept is one that is supported by the WAG not only given the reference in the WSP but also given that the ABP proposals have actually been submitted by WAG ministers.

The proposals have also been adopted as a key action in the Councils Corporate Plan (R5 refers). The proposals, when taken together (DTC and ABP) would make a significant contribution to the local and regional economy. The case for the development has been emerging since the preparation work for the bid by the relevant parties, as part of the MOD defence training rationalisation programme. This included the production of a development brief for the site which brief makes reference to new access arrangements and the need for the land south of the runway. This brief was subject to public consultation and has been adopted by the Council.

Whilst the LDP is in the course of production and the adopted plan constitutes the UDP, the direction of travel of the LDP clearly has regard to the WSP, the Councils Corporate Plan and recognises the role of St. Athan. The key question is therefore whether there are justifiable reasons why permission should be granted now and the scheme progressed in advance of the LDP. One important material factor is the Defence Training Rationalisation Programme is currently underway and St. Athan has already been identified as the preferred location to deliver inter-services training into the future. This programme has specified timescales outside the control of the Council and involves a national (GB) reorganisation of defence resources. Whilst the rationalisation programme clearly only relates to the DTC application, there are clear links between DTC and ABP, both in terms of the nature of the end uses of the sites as well as economies of scale through shared infrastructure. Examples include the new NAR, off site highway works and off site infrastructure. These key synergies between the DTC and the ABP mean that it is both sensible and logical to consider both schemes (DTC and ABP) together.

If the planning authority considers the above in conjunction with the UDP position (which identifies the majority of St. Athan under EMP 10), it is clear that the elements of the scheme which fall outside of the UDP allocation and are thus departures from the approved plan are integral to the scheme as a whole. In addition if the Council was minded to reject the proposal on the basis that it is premature pending the completion of the LDP, it would have to demonstrate that the proposal goes to the heart of the plan and how the grant of permission would prejudice the outcome of the plan process as a whole. In this instance St. Athan is highlighted within the WSP and it is a requirement that the Council's LDP has to have regard to the WSP.

Nevertheless your officers have assessed the scheme both in terms of its totality and individual elements. This assessment has included a consideration of alternatives, put forward in respect of the NAR and it has been concluded that the proposals as submitted represent the most appropriate options notwithstanding their acknowledged impacts, particularly having regard to sustainability and the need to secure appropriate access arrangements to a scheme of this size. As stated above, the economic benefit of the scheme is also material. It is therefore accepted that the benefit of a successful development can help secure investment and employment within the Vale of Glamorgan and beyond. Given the UDP reference to EMP 10, other policy support for the strategic role of St. Athan (WSP) and the content of the St. Athan development brief, the clear economic benefits outweigh any harm the development may have upon interests of acknowledged importance as amplified in the report above or any of the public objections raised. In light of the mitigation proposed and suite of measures required through

agreement and by condition, your officers conclude that planning permission ought to be granted.

Having regard to the Wales Spatial Plan, Planning Policy Wales and associated Technical Advice Notes, and the Policies contained within the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, it is concluded that the proposed development, while having acknowledged impacts, would nevertheless bring clear benefits which outweigh any harm caused by the development and its failure to fully accord with the Adopted Unitary Development Plan, provided the suite of measures required through agreement and by condition are implemented.

## **26 RECOMMENDATION**

That the application be referred to National Assembly for Wales under Town and Country Planning (Development Plans and Consultations)(Departures) Directions 1992 and be advised of the Council's intention to grant planning permission.

That provided the National Assembly for Wales does not wish to intervene in the determination of the application, subject to the interested persons(s) first entering into a Section 106 legal agreement to include the following necessary planning obligations:

- The developer shall either pay to the Council the cost of providing **school transport** to existing pupils whose route to school is deemed unsafe as a result of the additional construction traffic from the development, or undertake any works necessary to make the route safe.
- The developer shall make provisions to improve **sustainable transport** serving the Development in the form of:
  - A dedicated shuttle bus service to link phase 1 of ABP North / DTC Gate 1 with Llantwit Major Train Station,
  - A fund of £30,000 for traffic surveys to analyse the impact of the development on the road network in the vicinity of the development\*
  - A fund of £250,000 for highway improvement and/or traffic management measures which are deemed necessary as a result of the survey analysis to mitigate the impact of the development on the road network in the vicinity of the development\*
  - ABP and Construction Travel Plans
- The developer shall pay a contribution of twenty thousand pounds (£20,000) to the Council to provide or enhance access to the **public right of way network** in the vicinity of the development\*
- 1% of the build costs shall be allocated for the provision of **public art**
- The legal agreement will include the standard clause requiring the payment of an **administration fee of £50,000** to cover the Council's costs of, monitoring and implementing the agreement (The developers will be invoiced separately for the councils costs to date in respect of negotiations).\*

\* Where financial contributions are proposed, the amount quoted relates to the total required in respect both developments (DTC and ABP) combined (not individually).

THAT the application be approved subject to the following conditions:

**Time Limits / Controls**

1. The development to which this permission relates must be begun not later than whichever is the later of the following dates:

(a) The expiration of five years from the date of this permission.

(b) The expiration of two years from the date of the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matters to be approved.

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

2. Save in respect of the detailed highway works approved as part of this application, approval of the details of the layout, scale, appearance, access and landscaping of the development (hereinafter called `the reserved matters`) shall be submitted to and approved by the Local Planning Authority before the relevant part of the development is commenced.

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

3. Application for approval of the reserved matters for each phase of the development (as set out in the application details), hereinbefore referred to must be made not later than the expiration of the following:

five years in respect of phase 1

ten years in respect of phase 2

fifteen years in respect of phase 3

All of the above beginning with the date of this permission.

Reason:

To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and recognising the phased and longer term nature of the development proposed.



4. Details submitted in compliance with condition 2 above shall be in substantial accordance with the ABP planning statement documents accompanying the application

Reason:

Since the scale and nature of development proposed within the planning statement forms a significant part of the Council's determination of the proposals as a development of major significance which justifies the approval of the development as a departure from the Adopted Unitary Development Plan.

### **Phasing**

5. No development shall commence until a phasing plan has been submitted to and approved in writing by the LPA, which plan shall fully detail the timescale for implementation of the development, including all demolition works. The plan shall have particular regard to the timing of the construction of the NAR and other highway works and the development shall be undertaken in accordance with the plan unless otherwise agreed in writing with the LPA .

Reason:

To ensure the satisfactory timing of the development of the site and having regard to the principle of sustainable development and the need to limit impact on the surrounding communities, to comply with the requirements of strategic policy 2 and ENV 27 of the Unitary Development Plan and the Vale of Glamorgan Supplementary Planning Guidance on Sustainable Development.

6. Prior to any demolition taking place on site a scheme of demolition shall be submitted to and approved in writing by the LPA, which plan shall fully detail the timescale for the demolition, the methods of treatment of demolition material and any proposals for the reuse.

Reason:

To ensure the satisfactory timing treatment of demolition materials, having regard to the principle of sustainable development and the need to limit impact on the surrounding communities, to comply with the requirements of strategic policy 2 and ENV 27 of the Unitary Development Plan and the Vale of Glamorgan Supplementary Planning Guidance on Sustainable Development.

### **Sustainability**

7. The development shall be undertaken in substantial accordance with the submitted Sustainability Statement, and each Reserved Matters Submission required by condition 3 shall be accompanied by a statement demonstrating how each element of the development accords with the approved Sustainability Statement.

Reason:

To ensure that the development represents an exemplar sustainable development, and to accord with the requirements of Strategic Policy 2 and Policy ENV 27 of the Adopted Unitary Development Plan.

8. Each new building hereby permitted shall be constructed to achieve a minimum Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Excellent' and each refurbished building developed to achieve a minimum Building Research Establishment BREEAM (or subsequent equivalent quality assured scheme) overall 'Very Good' save in respect of Batslays Farm House.

Reason:

To comply with the requirements of strategic policy 2 and ENV 27 of the Unitary Development Plan.

9. The details required in connection with condition 2 above shall include full details of secure/ covered parking on site for bicycles throughout the development, and such approved scheme of bicycle parking shall be fully implemented on site prior to the first beneficial occupation of the part of the development to which that facility relates.

Reason:

To ensure that satisfactory parking for bicycles is provided on site to serve the development, in the interests of encouraging sustainable transport, and to ensure compliance with the terms of Policy ENV27 of the Unitary Development Plan.

### **Traffic & Transport**

10. No work whatsoever shall commence on the construction of the Northern Access Road approved by this permission until such time as formal confirmation has been received in writing from the Ministry of Defence that the Defence Technical College (as granted consent by planning permission ref. 2009/00500/OUT) is to go ahead, and that a contract for the undertaking and financing of such development has been signed.

Reason:

Since the development of the Northern Access Road has been justified on the basis that it is strictly necessary to mitigate the highway impacts of the combined impacts of the Defence Technical College and Aerospace Business Park, and it is therefore unacceptable to allow its construction until such time as LPA has been given satisfactory assurances that the DTC project will be undertaken at the site.

11. Notwithstanding the proposed Construction Traffic Routes submitted, prior to any construction commencing on site a detailed Heavy Goods Vehicle and Large Goods Vehicle route plan for construction and associated delivery vehicle movements, for each phase of the construction of the development, shall be submitted and approved in writing by the Local Planning Authority. Thereafter, the construction and associated delivery vehicles shall only use the permitted routes in accordance with the agreed details.

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy TRAN 11 (Road Freight).

12. Prior to commencement of any construction a scheme for the temporary signing and direction of traffic during the construction of the development shall be submitted and approved in writing by the Local Planning Authority and shall thereafter be implemented in accordance with the approved details prior to the commencement of construction.

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy TRAN 11 (Road Freight).

13. Prior to the commencement of any work on site details of a scheme for the washing of wheels of vehicles leaving the site (at any point where such traffic meets the public highway) shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme of wheel washing shall be fully implemented on site before any site clearance commences and shall thereafter be so retained on site for the duration of the development works unless the Local Planning Authority gives written consent to any variation.

Reason:

In the interests of highway safety and to meet the requirements of Policy ENV27 of the Unitary Development Plan and to ensure effective measures which shall include interceptors and wheel washing facilities shall be taken to prevent transmission of material from the site to the public highway.

14. The proposals contained in the Construction Travel Plan shall be implemented in accordance with the submitted details. A monitoring report shall be submitted to the Local Planning Authority 12 months after commencement of the development, and with the completion of each phase of development thereafter until the substantial completion of the development, which report shall include targets, success criteria and results of the Travel Plan implementation. If the Travel Plan fails to meet its targets, the developer shall review the Travel Plan within 3 months of the submission of the monitoring report identifying the failure and submit an amended plan for the written approval of the Local Planning Authority, which shall thereafter be implemented in accordance with the approved details.

Reason:

To promote sustainable travel options for construction workers, to reduce the traffic impact on the local highways and to enable the Local Planning Authority to assess the impact of the Travel Plan.

15. The Northern Access Road shall be constructed in accordance with the approved details which shall be subject to a highway agreement between the developer(s) and the Council as Highway Authority under sections 38 and 278 of the Highway Act 1980, and shall be completed in accordance with the phasing plan agreed in respect of condition 5 above unless otherwise agreed in writing.

Reason:

To provide adequate means of access to the site and in the interest of highway safety, in accordance with UDP Policy ENV 27 (Design of New Developments).

16. The details required in connection with condition 2 above shall include full engineering drawings, dimensions, levels, landscaping and drainage details of the new Southern Access Road, and the approved access road and landscaping thereof shall thereafter be completed in accordance with the approved details in full accordance with the agreed phasing plan.

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy ENV 27 (Design of New Developments).

17. The applicant shall ensure that accurate records are maintained relating to the number of vehicular movements associated with construction and construction delivery (HGV and LGV) vehicles accessing the development site on a daily basis, and such records/ logs shall be made available for inspection by the Local Planning Authority within 1 week of the Local Planning Authority making a request in writing to inspect such logs.

Reason:

To allow the local planning authority to establish the number of construction and delivery vehicles accessing the development site as a whole (reflecting the joint Transport Assessment), and in order that the Council may respond to any concerns in respect of highway safety and traffic management in the interests of the effective management of traffic in the vicinity of the site.

18. The details required in connection with condition 2 above shall include full engineering drawings, dimensions, levels and drainage details of the Waycock Cross Junction Improvement, and the approved junction improvements shall thereafter be completed in accordance with the approved details in full accordance with the agreed phasing plan.

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy ENV 27 (Design of New Developments).

19. Prior to the peak in the number of construction and delivery (HGV and LGV) vehicles (which is defined as more than 200 deliveries a day) accessing the combined development site (relating to the Aerospace Business Park and Defence Technical College sites), the Gileston to Old Mill highway improvement works (including any works and the proposed diversion to the existing public rights of way) shown on Plan No. 003622/PA/420, which shall be subject to a highway agreement between the developer(s) and the Council as Highway Authority under section 278 of the Highway Act 1980, shall be completed in accordance with the approved details.

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy ENV 27 (Design of New Developments).

20. Details of the improvements to the B4265/St Athan Crossroads junction with right turning facility and pedestrian phasing, including full engineering drawings, shall be submitted to and approved in writing by the Local Planning Authority and shall thereafter be completed in accordance with the approved details prior to the peak in the number of construction and delivery (HGV and LGV) vehicles (which is defined as more than 200 deliveries a day) accessing the combined development site (relating to the Aerospace Business Park and Defence Technical College sites),

Reason:

In the interest of highway safety and to maintain the effective operation of the local highway network, in accordance with UDP Policy ENV 27 (Design of New Developments).

21. Full details of the planned improvements to the B4265 / Llanmaes Road junction shall be submitted to and approved in writing by the local planning authority (and be subject to a highway agreement between the developer(s) and the Council as Highway Authority under section 278 of the Highway Act 1980), and such approved improvement works shall be completed on site in full accordance with the agreed phasing plan.

Reason:

To provide adequate means of access to the site and in the interest of highway safety, in accordance with UDP Policy ENV 27 (Design of New Developments).

22. Prior to the commencement of construction of any buildings approved by this permission, full details of the facilities, services or works proposed to provide access to the development for pedestrians, cyclists and public transport shall be submitted for the written approval of the Local Planning Authority. These details shall include the phasing for implementation of new or improved cycleways, footways and other improvements to sustainable transport facilities serving the site. These works shall thereafter be carried out in accordance with the approved details in full accordance with the agreed phasing plan.

Reason:

To provide adequate means of access to the site by sustainable transport modes, in accordance with UDP Policy ENV 27 (Design of New Developments).

23. A scheme for the permanent signing and direction of traffic to the development shall be submitted and approved in writing by the Local Planning Authority and shall thereafter be implemented in accordance with the approved details prior to the first beneficial use of any new hangar approved by this consent.

Reason:

To provide future users with appropriate directional signage for access to the site and in the interest of highway safety, and in accordance with UDP Policy ENV 27 (Design of New Developments).

24. The proposals contained in the ABP Travel Plan shall be implemented in accordance with the submitted details. An annual monitoring report shall be submitted to the Local Planning Authority 12 months after the first beneficial use of any new building hereby approved, and every year for 10 years thereafter, which shall include targets, success criteria and results of the Travel Plan implementation. If in the first 10 years following beneficial occupation, the Travel Plan fails to meet its targets, the developer shall review the Travel Plan within 12 months of the submission of the monitoring report identifying the failure and submit an amended plan for the written approval of the Local Planning Authority, which shall thereafter be implemented in accordance with the approved details.

Reason:

To promote sustainable travel options to the future occupiers of the site, to reduce the traffic impact on the local highways and to enable the Local Planning Authority to assess the impact of the Travel Plan on the development.

### **Visual Impact**

25. The first submission of Reserved Matters for a building associated with the development hereby approved shall be accompanied by full details of a co-ordinated strategy (such as an updated and focussed Design and Access Statement) relating to the architectural treatment of all new buildings and external hard surfaces within the development (including details and samples, where appropriate, of a co-ordinated palette of materials), for the approval of the local planning authority. Submissions thereafter shall be in general accordance with the agreed strategy/ statement.

Reason:

To ensure that the overall development of the Aerospace Business Park is part of a coherent design strategy and to ensure the reserved matters submissions for the development are treated in a consistent manner, in the interests of good design and local visual amenities, and as required by Policy ENV 27 of the adopted Unitary Development Plan.

26. Notwithstanding the submissions, further details of a lighting strategy relating to all parts of the site (excluding the NAR) and buildings hereby approved (also having regard to the need to address the ecological requirements of condition 58), shall be submitted to and approved in writing by the local planning authority. The site and buildings shall thereafter only be illuminated in accordance with the agreed strategy unless otherwise approved in writing by the local planning authority.

Reason:

In the interests of local visual and residential amenity, and to accord with the objectives of Policy ENV 27 of the Adopted Unitary Development Plan.

27. The details required in connection with condition 2 above shall include full details of the enclosure of the site / buildings, including locations and form of all existing, new and relocated fencing at the site.

Reason:

In the interests of local visual and residential amenity, and to accord with the objectives of Policy ENV 27 of the Adopted Unitary Development Plan.

28. Any landscaping scheme to be submitted as part of subsequent reserved matters applications shall provide specific detail of all existing hedgerows, trees and planting to be retained, along with the measures for their protection during the course of the development. This shall include the retention of all Important Hedgerows (under the Hedgerow regulations 1997) unless otherwise agreed in writing by the local planning authority.

Reason:

To safeguard local visual amenities, and to ensure compliance with Policies ENV 11- Protection of Landscape Features and ENV27- Design of New Developments of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011.

29. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings in each phase of the development or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason:

To ensure satisfactory maintenance of the landscaped area to ensure compliance with Policies ENV11 and ENV27 of the Unitary Development Plan.

### **Environmental Impacts**

30. The development shall be undertaken in accordance with the measures contained within the submitted Construction Method Statement (CMS) or amendments to the CMS which shall first have been submitted to and approved in writing by the local planning authority.

Reason:



To ensure that the potential construction impacts of redevelopment on the environment are controlled and minimised, and to accord with Policies ENV 27 and ENV 29 of the adopted Unitary Development Plan.

31. Prior to the use of the Northern Access Road for construction traffic, full details of the timetable for implementation of the bunding, acoustic screens and landscaping of the Northern Access Road, shall be submitted to and approved in writing by the local planning authority, and the required acoustic and landscaping measures shall thereafter be undertaken in full accordance with the approved phasing plan.

Reason:

To ensure that the impact of activities and traffic from the Northern Access Road on residential properties is mitigated at the appropriate time in construction, and to accord with Policy ENV 27 and ENV 29 of the Adopted Unitary Development Plan.

32. Prior to any construction works commencing on the development hereby approved, a Construction Environmental Management Plan (CEMP) shall have been submitted to and approved in writing by the local planning authority. Such plans shall include methods for the control of: -

- Hours of construction;
- noise and its mitigation (also where appropriate reference to BS5228), including locations, frequency and methodology of routine noise monitoring which would be required to be undertaken by the developer throughout the construction period;
- vibration and its mitigation
- specific requirements for the mitigation of any piling operations
- dust control and list of permitted mobile crushers and screens
- agreed hours for the undertaking of 'noisy' works (the definition of such works to be agreed through the CEMP)
- Illumination / lighting of development sites during winter months

The CEMP shall be reviewed on an annual basis (commencing with the date on which the CEMP is formally approved or other such date as may otherwise be agreed in writing by the local planning authority) and a report provided to the local planning authority within one month of the review date, detailing the results of agreed monitoring of construction activities and their impacts, and including recommendations for any amendments to the approved CEMP to reflect changing circumstances arising from the development.

Reason:

To ensure that the potential construction impacts of redevelopment on the environment are controlled and minimised, and to accord with Policies ENV 27 and ENV 29 of the adopted Unitary Development Plan.

33. An Environmental Management Plan (EMP), relating to the operational phase of the development (and covering matters such as aircraft takeoff and landing, taxiing and engine testing, together with other such matters that may be required by the local planning authority), shall be submitted to the local planning authority for approval prior to the first beneficial use of each phase of the development and the commencement of the use of each phase of the development shall only occur after the approval of the above plan by the LPA, thereafter operation of the development hereby approved shall be undertaken in accordance with such approved EMP unless otherwise approved in writing by the local planning authority.

Reason:

To ensure that the operational phase of the development does not have any unacceptable environmental impacts, and to accord with Policies ENV 27 and ENV 29 of the adopted Unitary Development Plan.

34. The Environmental Management Plan (EMP) required by condition 35 above shall incorporate full details of the engine testing facility, including hours of use, any required noise mitigation measures, and agreed monitoring points and noise limits. The use of the engine testing facility shall only commence once any necessary mitigation measures have been provided on site, in accordance with the approved details, and the facility shall thereafter only be undertaken in full accordance with the agreed restrictions, with the agreed noise mitigation measures retained on site in their approved form in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason:

In the interest of local residential amenity, and to ensure compliance with Policies ENV 27 and ENV 29 of the Adopted Unitary Development Plan.

35. Notwithstanding the requirements of condition 33 above, a separate Operational Noise Plan (covering, all noise generating activities such as industrial operations, aircraft takeoff and landing and taxiing and engine testing), shall be submitted to and approved in writing by the local planning authority prior to the first beneficial use of each phase of the development, and thereafter the operation of the development hereby approved shall be undertaken in accordance with such approved Noise Plan unless otherwise approved in writing by the local planning authority.

Reason:

To ensure that the operational phase of the development does not have any unacceptable environmental impacts, and to accord with Policies ENV 27 and ENV 29 of the adopted Unitary Development Plan.

36. Notwithstanding the submitted details, further details of the means of providing additional noise mitigation (which may include acoustic screening) to the residential properties known as Froglands, Old Froglands, and Rose Cottage, shall be submitted to and approved in writing by the local planning authority. Such agreed screening shall be provided on site prior to the Northern Access Road being brought into beneficial use, and thereafter retained and maintained in accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason:

In order to ensure the impacts of the Northern Access Road on properties in the immediate vicinity are minimized, and to ensure compliance with Policy ENV 27 of the Adopted Unitary Development Plan.

37. A detailed lighting strategy and scheme, relating to the means by which the Northern Access Road would be illuminated for its full length, and including detailed analysis of the impacts of lighting upon nearby sensitive residential receptors and methods of minimising glare and visual impact from such lighting, shall be submitted to and approved in writing by the local planning authority. Such lighting scheme shall thereafter be implemented in full accordance with the approved details.

Reason:

In the interests of local visual and residential amenity, and to accord with the objectives of Policy ENV 27 of the Adopted Unitary development Plan.

### **Economic Development**

38. 6 months prior to the commencement of the development, full details of a Labour Recruitment Strategy, to include the provision of a local 'job shop' and other measures aimed at facilitating best available access to the opportunities for employment arising from the construction and operation of the Aerospace Business Park, shall have been submitted to and approved in writing by the local planning authority. The Strategy, which shall include a timetable for its implementation, shall thereafter be implemented as approved.

Reason:

To ensure that the developer undertakes best endeavours to facilitate best available access for local people to the opportunities for employment arising from the construction and operation of the Aerospace Business Park.

### **Hydrology, Geology and Hydrogeology**

39. Prior to the commencement of any development (excluding the NAR or other highway improvement works required as part of the development) a scheme for the comprehensive and integrated drainage of the site showing how foul water, surface water and land drainage will be disposed of, including any off-site foul sewerage infrastructure, shall be submitted to and approved by the LPA and thereafter the development shall be carried out in accordance with the details hereby approved in accordance with the agreed phasing plan.

Reason:

To protect the integrity of the public sewerage system, to protect the health and safety of existing residents and ensure no detriment to the environment, and to ensure compliance with the terms of Policies ENV 7 and ENV27 of the Unitary Development Plan.

40. The details required in connection with condition 41 above shall include full details of the proposed use of sustainable drainage for all parts of the development hereby approved, and the submitted details shall:
- a. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - b. Include a timetable for its implementation; and
  - c. Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason:

To ensure that the development is serviced by an appropriate Sustainable Urban Drainage Scheme, and to ensure compliance with the terms of Policies ENV 7 and ENV27 of the Unitary Development Plan.

41. Foul water and surface water discharges shall be drained separately from the site, with no surface water or land drainage run-off allowed to connect (either directly or indirectly) into the public sewerage system unless otherwise approved in writing by the local planning authority.

Reason:

To protect the integrity, and prevent hydraulic overloading, of the Public Sewerage System, to protect the health and safety of existing residents and ensure no detriment to the environment, and to ensure compliance with the terms of Policy ENV27 of the Unitary Development Plan.

42. Prior to the commencement of development approved by this permission, a scheme for the provision and implementation of a surface water regulation system (which must be able to demonstrate the Greenfield run-off rates for the Boverton Brook and Nant-y-Stepsau are maintained post development and shall include timescales for implementation) has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall be implemented in accordance with the timescales approved unless otherwise agreed in writing by the Local Planning Authority

Reason:

To prevent the increased risk of flooding, in accordance with Policy ENV 7 of the Adopted Unitary Development Plan.

43. The development hereby permitted shall not be commenced until such time as details of a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason

To prevent the pollution of controlled waters in accordance with Policy ENV 7 of the Adopted Unitary Development Plan

44. Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason:

To prevent pollution of the water environment in accordance with Policy ENV 7 of the Adopted Unitary Development Plan.

45. Prior to the commencement of any development (excluding the NAR or other highway improvement works required as part of the development) a scheme for the necessary infrastructure to ensure a water supply to serve the development shall be submitted to and approved in writing by the local planning and shall thereafter be implemented in full prior to any beneficial occupation occurring on the development hereby approved.

Reason:

To ensure an adequate supply of water can be provided to the development in accordance with ENV27 of the UDP.

46. Any vegetation clearance should be done outside the nesting season, which is generally recognised to be from March to August inclusive, unless it can be demonstrated through submission to the Local Planning Authority of an appropriate survey that nesting birds are absent or a method statement for works is agreed in writing with the local planning authority and fully implemented

Reason:

To ensure nesting birds are not affected by the development, as required by Policy ENV 11 of the Adopted Unitary Development Plan.

Archaeology

47. No development shall take place until the applicant has secured the implementation of a written programme of archaeological work in accordance with a written scheme of investigation which shall be submitted by the applicant and approved in writing by the Local Planning Authority and the programme and scheme shall be fully implemented as defined in the approved details.

Reason:

To ensure that archaeological interest is protected and recorded and to ensure compliance with Policies ENV18 and ENV19 of the Unitary Development Plan.

48. Prior to the commencement of any development (excluding the NAR or other highway improvement works required as part of the development), an appropriate programme of historic building recording and analysis shall have been secured and implemented in accordance with a written scheme of investigation which shall first have been submitted to and approved in writing by the local planning authority.

Reason:

As the site has buildings within its boundary which are affected by the development and which are of significance such that the specified records are necessary to mitigate the impact of the proposed development and to ensure compliance with Policies ENV18 and ENV19 of the Unitary Development Plan.

### **Contamination**

49. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. A preliminary risk assessment which has identified:
  - all previous uses
  - potential contaminants associated with those uses
  - a conceptual model of the site indicating sources, pathways and receptors
  - Potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason

For the protection of controlled waters, and in the interests of public safety, and to ensure compliance with Policy ENV7 of the Unitary Development Plan.

50. Prior to first beneficial occupation of any building approved by this planning permission, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation where it relates to (either collectively or, where not possible, relating to agreed phases of the development) shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason

For the protection of controlled waters, and in the interests of public safety, and to ensure compliance with Policy ENV7 of the Unitary Development Plan.

51. Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long- term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

Reason

For the protection of controlled waters, and in the interests of public safety, and to ensure compliance with Policy ENV7 of the Unitary Development Plan.

52. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reasons

To ensure that any contamination encountered is managed appropriately so as not to cause contamination of controlled water receptors, and to ensure compliance with Policy ENV7 of the Unitary Development Plan.

### **Waste Management**

53. The development shall be undertaken in accordance with measures to be contained within a Site Waste Management Plan (SWP) which shall first have been submitted to and approved in writing by the local planning authority prior to the first beneficial occupation of Phase 1 of the development.

Reason:

To ensure that the handling of site waste minimises the impact of redevelopment on the environment, and to accord with Policies WAST 1 of the adopted Unitary Development Plan.

54. The Waste Management Strategy (WMS) required by condition 53 above shall address matters including : -



- 1) Assessment of the strategy under an ecological footprint assessment, whereby the contribution of the vehicles / infrastructure are taken into account when determining the environmental impact;
- 2) An assessment of what waste will be produced and how that waste will be dealt with in accordance with existing legislation and future waste policies; and
- 3) full details of the phasing for provision of the key elements of such a strategy on site.

The facilities within the WMS shall be implemented in accordance with the agreed phasing plan prior to first beneficial occupation of phase 1 of the development, and thereafter the development shall be operated in accordance with the agreed Waste Management Strategy unless otherwise agreed in writing by the local planning authority.

Reason:

To ensure the development adheres to the Total Waste Management Approach required for a development of the magnitude, and to ensure accordance with national policy and Policy 13 and Policy WAST 1 of the adopted Unitary Development Plan.

### **Ecology**

55. All development at the site shall be undertaken in full accordance with the measures and recommendations contained within the St Athan Ecology Strategy May 2009 (Capita Symonds) and Environmental Statement, Chapter 6 Biodiversity, May 2009, (Entec UK Limited), other than where amended by any submissions required to be submitted to and approved in writing by the local planning authority as detailed below, such details to be agreed in writing by the LPA prior to development commencing: -

- 1) Fully detailed mitigation schemes which address commitments made in the documentation listed above, to include details of the phasing of their implementation.
- 2) Detailed species-specific schemes of mitigation for the three European protected species associated with the application (great crested newts, bats and dormice), consistent with the general principles outlined in the documentation listed above
- 3) Further details of the proposed wildlife corridor around a significant part of the site, to maintain ecological connectivity beneficial to the species on site, which shall provide for a minimum width of 10m around the site (unless otherwise agreed)

- 4) Prepare and submit a detailed management plan, consistent with the needs of the protected species associated with the development, for all existing and new habitat, which should include those areas which are being set aside as mitigation and conservation areas, including St Johns Valley and the terrestrial habitat corridor, which shall cover and be implemented for a period of no less than 25 years and include proposals for on-going review of management and consequential amendments to management if these are shown to be necessary by the monitoring scheme.
- 5) Submissions to demonstrate how the landscaping planting relating to the development will be appropriately managed, and related to the mitigation proposals for European protected species and biodiversity in general required by this condition
- 6) The scheme for lighting, required under the terms of this permission, shall be consistent with the requirements of both bats and dormice, such lighting plan to include measures to monitor lux levels as part of the need to maintain dark corridors, and including consideration of the impacts during construction phase, any phasing of the development and the operational phase and include remedial action to be undertaken where problems are identified by the monitoring scheme (see below).
- 7) Submission of full details of the precise location and design of all road crossings (Wildlife Crossings and green bridges) for protected species, particularly dormice.
- 8) Submission of further details of the proposed wildlife corridors and other new plantings for protected species or habitat creation, consisting of a range of native species appropriate to the species or habitats, and including details of an appropriate aftercare programme.
- 9) Submission of full details of a monitoring scheme for protected species to include the animals themselves and establishment of newly planted and managed habitats, including road crossings, and which shall provide for submission of bi-annual monitoring reports to the LPA, together with a final monitoring report at the end of the monitoring period), as well as details of remedial measures which shall be implemented should the monitoring show a decline in population numbers or distribution.
- 10) Submission of a scheme to mitigate and compensate for the impact on reptiles and their habitat.

The ecological mitigation measures identified above shall be implemented in full accordance with an agreed implementation plan, which shall first have been submitted to and approved in writing by the local planning authority prior to development commencing.

Reason:

To ensure that the development does not adversely affect the habitats or interest of Protected Species in the locality, and to comply with Policy ENV 16 of the Adopted Unitary Development Plan.

Other Matters

56. The first submission of Reserved Matters associated with the development hereby approved shall be accompanied by a public art strategy (including an implementation plan) which shall detail the public art to be provided on site and integrated within the development, which shall be specifically commissioned for the site, and such public art shall be provided in full accordance with the agreed implementation plan unless otherwise agreed in writing by the local planning authority.

Reason :

To ensure that public art is provided as integral part of the development in accordance with the Public Art Supplementary Planning Guidance.

57. In the event of Batslays farmhouse and its associated outbuildings being unoccupied for a period of greater than six months following the first development of the Airport Business Park, detailed proposals in the form of method statements relating to the means of securing the building, its supervision, and proposals to ensure its weather proofing until such time as refurbishment works commence shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that fabric of the listed building is not allowed to deteriorate in the event that its conversion and reuse is delayed during proposals to undertake the development of the overall site.

58. Prior to the first beneficial occupation of any building hereby permitted a scheme for the future training and development of ABP employees, shall be submitted to and approved in writing by the LPA, such scheme shall thereafter be implemented in accordance with the approved details, unless otherwise agreed in writing with the LPA.

Reason:

To ensure the ABP provides appropriate training and development opportunities to its staff.

**NOTE:**

- 1. Please note that a legal agreement/planning obligation has been entered into in respect of the site referred to in this planning consent. Should you require clarification of any particular aspect of the legal agreement/planning obligation please do not hesitate to contact the Local Planning Authority.**
- 2. The applicant should be aware that the Boverton Brook, Llanmaes Brook and the Nant-y- Stepsau are statutory main rivers. Any works in, under or over the river channel, including the diversion of a channel, may require a formal Flood Defence Consent under Section 109 of the Water Resources Act 1991. In addition a Flood Defence Consent under Environment Agency Wales Byelaws may also be**

required for works within 7 metres from the top of the natural banks or from the landward toe of any artificial embankment or structure designed to contain flood water. A Flood Defence Consent will also be required under S.23 of the Land Drainage Act 1991 for structures within the channel of any ordinary watercourse that may effect the flow within the channel.

3. The maximum Greenfield run-off rate for any discharges into the Boverton Brook catchment is 3.9 litres/second/hectare, and 7.4 litres/second/ hectare for the Nant-y-Stepsau.
4. The EAW advise that the emergency outfall location (Boverton Brook or Nant y Stepsau) relating to the proposed new foul sewage pumping station is yet to be agreed. They also advise that discharge (even only in an emergency) into the Boverton Brook may not be acceptable, and that they therefore expect to be re-consulted on any proposals regarding the location of the emergency overflow outfall and discharge to ensure the watercourse selected for the outfall location could achieve sufficient dilution. Irrespective of any planning permission granted, the applicant should be aware that consent to discharge will be required from the Environment Agency for the new foul pumping station / emergency overflow. More information can be found on the Environment Agency's website: <http://www.environment-agency.gov.uk/business/regulation/32038.aspx>
5. Where any species listed under schedules 2 or 4 of the Conservation (Natural Habitats, &c.) Regulations 1994 is present on the site, or other identified area, in respect of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place, unless a licence to disturb any such species has been granted by the Welsh Assembly Government in accordance with the aforementioned Regulations.
6. Bats must not be disturbed or destroyed during felling work. A full visual inspection of the trees to be felled must be carried out prior to felling to check for the presence of bats. Advice on bats and trees may be obtained from the Countryside Council for Wales. Bats may be present in cracks, cavities, under flaps of bark, in dense ivy and so forth. Should bats be identified, please contact either the Countryside Council for Wales on 02920 772400 or the Council's Ecology Section on 01446 704627.
7. The attention of the applicant is brought to the fact that a public right of way is affected by the proposal. The grant of planning permission does not entitle one to obstruct, stop or divert a public right of way. Development, in so far as it affects a right of way, must not be commenced until the necessary legal procedures have been completed and confirmed for the diversion or extinguishment of the right of way.

- 8. Where the work involves the creation of, or alteration to, an access to a highway the applicant must ensure that all works comply with the appropriate standards of the Council as Highway Authority. For details of the relevant standards contact the Visible Services Division, The Vale of Glamorgan Council, The Alps, Wenvoe, Nr. Cardiff. CF5 6AA. Telephone 02920 673051.**

**Please note that this consent is specific to the plans and particulars approved as part of the application. Any departure from the approved plans will constitute unauthorised development and may be liable to enforcement action. You (or any subsequent developer) should advise the Council of any actual or proposed variations from the approved plans immediately so that you can be advised how to best resolve the matter.**

**In addition, any conditions that the Council has imposed on this consent will be listed above and should be read carefully. It is your (or any subsequent developers) responsibility to ensure that the terms of all conditions are met in full at the appropriate time (as outlined in the specific condition).**

**The commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will constitute unauthorised development. This will necessitate the submission of a further application to retain the unauthorised development and may render you liable to formal enforcement action.**

**Failure on the part of the developer to observe the requirements of any other conditions could result in the Council pursuing formal enforcement action in the form of a Breach of Condition Notice.**