



# Cyngor Cymuned Llanfaes Llanmaes Community Council

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## Vale of Glamorgan Local Development Plan (LDP) Examination Statement from Llanmaes Community Council

### Matters and Issues Agenda

#### Hearing Session 17: Transport

##### 1. Introduction

##### 2. Procedural Matters

**3. Policy SP7: 'Transportation' sets out the Key Priorities for the delivery of Strategic Transport Infrastructure. These priorities include: various highway schemes (Policy SP7 - 1, 2, 3, 4); the electrification of the Rail Network (Policy SP7 - 5); improvements to the cycle network (Policy SP7 - 6, 7); a park and ride facility (Policy SP7 - 8); and bus priority measures (Policy SP7 - 9).**

a. Do the identified priorities reflect the need to reduce the reliance on the private car and promote sustainable forms of transport? Will the priorities deliver the aims of LDP Objective 3?

*The proposed Northern Access Road (NAR) to the St Athan part of the Aerospace Enterprise Zone is to be built over open countryside relatively distant from major employment centres and with limited public transport options. As large housing developments are associated with this road development and even the most optimistic assumptions of employment growth in the Enterprise Zone assume that at least half of the occupants of these houses will work elsewhere this will inevitably be in conflict with the stated objective of reduced dependency on private car for commuting purposes.*

b. Are the proposals supported by the Regional Transport Plan?

c. How would the schemes be funded?

*An earlier plan for the Northern Access Road (which was only conditionally approved on the basis of a proposed Defence Training Academy development) estimated the cost of the road to be in the region of £20 million. Funding was to be partly provided by various levies on housing developments associated with this road. It would seem fanciful and at odds with other objectives of the Development Plan for a road development to be dependent on a large housing development in open countryside where the houses will be occupied for the most part by people commuting to and from work by private car. It is not clear how viable a road like this would be without large housing development contributions.*

d. Are there any barriers to the delivery of the proposed infrastructure schemes? Would they be delivered within the Plan period?

*The main barrier to the delivery of the Northern Access Road is the planned and very optimistic assumptions for employment growth specifically within the St Athan part of the Aerospace Enterprise Zone. This zone has been established for a number of years now and while activities have started the nature of the operations that have located there seem to be much smaller in scale than the ambitious scale of activities and new employment numbers anticipated in various Welsh Government publications.*

e. What are the implications of such schemes not being delivered as anticipated?

**4. Policy MG16: 'Transport Proposals' allocates land for the proposed transportation schemes, including those identified as priorities in Policy SP7.**

a. Are the allocated schemes consistent with national policy/ the Plan's strategy, free of significant constraints, supported by necessary funding and deliverable within the Plan period?

b. Are the schemes with definitive route alignments appropriately allocated on the Proposals Map? How are those schemes without definitive alignments spatially defined within the Plan?

c. Policy MG16 identifies a number of infrastructure schemes required to mitigate the impacts of development proposed through the Plan (Highway Impact Assessment, Doc Ref: SD64). How will such schemes be funded/ delivered? Have such requirements been factored into the overall viability of the developments proposed?

**5. Are any alternative transport schemes necessary to ensure Plan soundness? If so, why is the submitted Plan unsound (with particular reference to an Alternative Site proposal identified within the Alternative Site Register)?**

*An alternative to the Northern Access Road would be improvements to existing highways and additional infrastructure within the large footprint of the St Athan site.*

**6. Does the Plan provide robust monitoring and review mechanisms that will enable it to respond effectively and efficiently to changing circumstances, including the failure to deliver transport infrastructure as anticipated?**

**7. Any Other Matters**