Proposed Planning Application (CAS-02641-G8G7M5) (Model Farm , Rhoose)

Objection – Necessity:-

The existing Cardiff Airport Business Park has two operational units – one appears to be productive, the other does not.

There is a very good existing infrastructure highway spurs and acquired surrounding land for the development of further units, offices, warehouses etc. with sufficient acres / land to accommodate any new development if required. I would have thought that the original planning proposals and approval would have been for more than just two units for the scheme and funding to be feasible.

Cardiff Airport Freight Depot is relocating to St Athan Enterprise Zone within the next two years. This will make the existing warehouses, offices, infrastructure redundant, and available for potential redevelopment and occupation.

The existing International Centre for Aerospace Training (ICAT) is totally underutilised considering the current student and lecturer numbers. The campus appears relatively dormant, but has the capability to be extended (if required, and with funding) on the existing sprawling site.
Many existing schools and colleges within Barry and the Vale of Glamorgan have recently received funding to expand, and are utilising the existing sites with innovative design practices

There are vast areas of brownfield sites at St Athan Enterprise Zone for potential development of warehouses, offices and other facilities for the aerospace and related industries. There is an excellent infrastructure (with new access roads currently being constructed) and a variety of redundant warehouses, hangars, offices, accommodation awaiting redevelopment.

Objection – Highway Issues:-

As a Chartered Engineer, and Member of the Institution of Highways and Transportation, I wish to strongly object to the above Outline Planning Application.

The existing Highway Infrastructure cannot accommodate any additional traffic or traffic movement, deliveries etc., which would arise from the above application for proposed business park development.

Traffic surveys from the Department of Transport would indicate that there have been the following increases in traffic volume:-

- Port Road A4226 (Weycock Cross to Cardiff Airport) – 28%
- Weycock Road / 5 Mile Lane A4226 (Weycock Cross to A48) – 36%
- Port Road West A4226 (Weycock Cross to Wenvoe) – 34%

The requirements and constraints of highway design and specification for adopted highways and class “A” trunk roads would reject any proposals regarding additional controlled road junctions to an existing roundabout due to current traffic conditions and flows.

Port Road A4226, Port Road West A4226 and Weycock Road / 5 Mile Lane A4226 are running close to capacity, and traffic volumes are continuing to increase causing further congestion at peak times.

Further hindrance / traffic to Port Road A4226 would have a detrimental effect on the following businesses, and their future development / expansion:-

- Cardiff Wales Airport
- British Airways Maintenance (Cardiff)
- Aberthaw Power Station, and proposed solar farm establishment
- Aberthaw Cement Works, and quarry infill / development
- St Athan – MOD base
- St Athan – Cardiff Aviation
- St Athan – Cardiff Airport Enterprise Zone
- Local tourism

Many of the above are the objectives of Central, Welsh and Local Governments – and have their full support and financial backing.

A greater volume of traffic uses the A4226 than was initially designed when rebuilt (circa 1972) by the then Glamorgan County Council to facilitate the new Rhoose By Pass.

There is presently insufficient capacity on all access / egress roads associated with Weycock Cross Roundabout at lengthy peak periods.

The A4226 cannot cope with increased traffic from the several new housing / commercial developments within the Rhoose area.

The existing A4226 is not of a high adequate standard as required by recent highway design standards and specifications.

The existing highway transportation system incorporating the A4662 does not currently conform to the aspirations of national and local government concerning projected planning policies.

The current accident rate on the A4226 is higher than the national average for similar class “A” trunk roads.

When there are traffic problems on the A4226 there is severe disruption and congestion on the local highway network in the Vale.

The above Outline Planning Application will cause traffic levels to increase without boundaries, compromising the capacity and resilience issues associated with the A4226, as detailed above.

Objection – Drainage Issues:-

Foul Sewer Drainage –

The existing foul sewer pumping station at Porthkerry Park (Egerton Grey) was designed and constructed in 1972, some 47 years ago.

Since the original design numerous residential developments in the area have been permitted and built – these utilise the above foul sewer pumping station.

The pumping station is currently operating at full capacity, and at peak times the emergency overflow discharge is actioned to relieve potential build-up and problems in the foul sewer network.

The emergency overflow from the pumping station discharges into the adjacent Whitelands Brook watercourse – this has obviously been consented by the Environment Agency for infrequent severe emergency occasions.

The overflow discharge is currently actioned much more frequently than intended which has recently led to very serious levels of sewage pollution in the Whitelands Brook watercourse and other streams / watercourses within Porthkerry Park.

The above has been identified and highlighted by the Vale of Glamorgan Council, Welsh Water and Environment Agency (Natural Resources Wales).

Objection – Drainage Issues:

Stormwater and Highway Drainage –

The above stormwater and highway drainage system of the area, designed many years ago, based on growth figures anticipated at that time, is operating at full capacity due to the increased housing developments over the years.

This is reflected in the continual “silting up” of the following:-

- Stormwater Catchpits / Manholes (Welsh Water)
- Highway Catchpits / Manholes (Vale of Glamorgan)
- “Trapped” highway road gullies (Vale of Glamorgan)
- Local discharge points and watercourses (Natural Resources Wales)

The above silt traps are constantly full, and therefore unable to accommodate present day flows.

The silt and debris now flows in suspension along the outfall drainage to the permitted / allocated outfalls.

These outfalls eventually discharge into the various watercourses, including Whitelands Brook where the silt and debris is deposited.

The build up of silt, debris etc. is evident / obvious in the watercourses of Porthkerry Park, and is seriously detrimental to the associated ecology, wildlife and overall environment.

The above is totally evident and requires considerable maintenance - this can be verified by Porthkerry Park Head Ranger and Natural Resources Wales (Environment)

Objection – Land Transfer

The transfer of land (a 42 hectare bribe) to the Vale of Glamorgan Council apparently to extend Porthkerry Country Park is land which is totally unsuitable for development, and therefore of no use to the developers.

This includes woodlands, fields north of Porthkerry Viaduct (development access problems) and steep topographical areas of agricultural land leading down to the Whitelands Brook, and the associated valley.

The above land transfer is a cunning scheme to offload all responsibilities and maintenance costs of these areas to a third party (Vale of Glamorgan Council).

I trust that the above will be reviewed and assessed accordingly.

Yours faithfully,

Steve Thorne

30th June 2025

30 Rheidol Drive

Cwm Talwg

"PEDW"

Barry

Vale of Glamorgan

CF62 7HB

Dear Sir / Madam,

Proposed Outline Planning Application (Cas-02641-G8G7M5)

(Land at Model Farm , Port Road , Rhoose)

I hereby wish to strongly object to Outline Planning Application for the above Business Park due to the following facts and concerns:-

The proposed development is associated with a "Greenfield Site", and within a designated "Green Wedge" under the current Unitary Development Plan

The application falls outside the development boundaries of the current Unitary Development Plan.

Planning Policy Wales states and insists that "Brownfield Sites" are to be used in preference to "Greenfield Sites".

There are numerous and sufficient "Brownfield Sites "within the Vale of Glamorgan boundaries to satisfy the proposed business development requirements.

Development on this site would extend Rhoose / Barry beyond its natural boundary and constitute urban sprawl. This is contrary to the guidelines established by Planning Policy Wales and the Unitary Development Plan

A previous application on this site was previously rejected – the classification of the land (grade 3 agricultural land) has not changed and therefore remains vital to the rejection of this proposal.

As detailed above – the land has been designated as grade 3 agricultural land – this quality of land is exceptionally high for South Wales and is therefore subjected to the priorities set out for development by Planning Policy Wales

Construction of new development in a designated Green Wedge area is defined as "inappropriate development"

30th June 2025

30 Rheidol Drive

Cwm Talwg

"PEDW" Barry

Vale of Glamorgan

CF62 7HB

Dear Sir / Madam,

Objection to Proposed Outline Planning Application (CAS-02641-G8G7M5)

(Land at Model Farm, Port Road , Rhoose)

I hereby wish to strongly object to Outline Planning Application for the above Business Park due to the following facts and concerns regarding serious highway issues :-

The existing highway structure in its present configuration cannot sustain the existing traffic volume, flow and loadings, and therefore cannot support the alleged 27% increase in traffic (excluding HGV movements) as suggested by the Consultants for the above questionable scheme.

The roads were simply not designed or constructed to accommodate current day traffic volumes, traffic flows and loadings.

The existing A4226 was originally built in the late 1930`s in association with RAF St Athan, and was certainly not designed to accommodate the volume and axle loadings of the 21st century.

Certain sections of the old A4226 (Port Road) were reconstructed and realigned in the mid 1970`s in conjunction with the Airport Extension and Rhoose-bypass ; again the design criteria would not have allowed for the volume and wheel loadings of today , let alone the future.

A recent inspection would indicate that the existing carriageway is showing serious signs of stress and deterioration (especially in areas of underlying concrete road construction / expansion joints) due to overload of traffic volume and loadings. The road construction and subgrade have failed

Deterioration will continue exponentially with the completion of current housing developments in Rhoose , Llantwit Major, St Athan , Wick to name but a few.

The carriageway will require a serious amount of maintenance work (possibly total reconstruction) in the immediate future which will cause absolute chaos / gridlock to all road users.

Traffic projected surveys carried out by and for the consultants / developers indicate other modes of transport such as walking, cycling , using public transport (bus and rail) to alleviate the volume of traffic – however, these appear to be based on "urban" development criteria as opposed to "rural" development .

Therefore, the Consultants traffic proposals, figures, report need much further detailed substantiation and be “factual” in content.

There is very little existing evidence to suggest that current personnel employed at Cardiff Airport, BAMC, Cardiff Freight and other associated businesses/industries use public transport, cycle or walk to work, possibly due to its rural location.

The current infrastructure is far from favourable / feasible to these modes of transport to alleviate the existing traffic congestion and problems as suggested by the Consultants report.

Two proposed Housing Developments at Weycock Cross (Green Farm and Walters Farm) have been recently rejected by The Welsh Assembly Government and VOG Council due to serious highway concerns and issues.

As a Chartered Civil / Highway Engineer I cannot see that the highway work to A4226 (Five Mile Lane) and very minimal works to Weycock Cross Roundabout has alleviated traffic problems at A4226 (Port Road West), A4226 (Port Road East) and Pontypridd Road, and believe that in the near future permanent traffic lights will be required / necessary on the roundabout to improve traffic conditions and flow.

I would propose that since completion of five mile lane works another extensive independent traffic survey be carried out at Weycock Cross roundabout prior to any further planning approvals for housing and business developments west of Barry.

I have lived in the west end of Barry for well over sixty years and have obviously seen traffic volumes and flows increase over the years Pontypridd Road / Weycock Cross / Port Road East and West. Heavy traffic congestion is actually witnessed and experienced daily – both peak and off peak times, this differs considerably from the Consultants / Developers projected traffic figures and assumptions as detailed in their report.

The roads simply were not designed and constructed to accommodate current day traffic volumes, traffic flows and traffic loadings – and therefore cannot accommodate any further increase without major infrastructure and investment.

I would appreciate your considerate review of the above issues, and await your recommendations to the VOG Planning Committee.

Yours faithfully,

S P Thorne B.Sc (hons) ; C.Eng ; MICE ; MIHT