Transport Rebuttal

Project Title:	**Land at Model Farm, Port Road, Rhoose** **Parc Busnes Porth Cymru (PBPC)**
Report Reference:	**794-PLN-WWP-JCD0064-TRP-03C**
Date:	**March 2026**

Introduction

1.1 This note has been prepared as a rebuttal to transport related matters submitted to the forthcoming Inquiry by VCU (Mr Gibbs' Updated Statement, paragraphs 9 – 15) and other objectors' comments on the ES, submitted during the adjournment of the Inquiry. Specifically, it covers:

- Changes in traffic flows along the adjacent highway network since the preparation of the Transport Implementation Strategy Addendum (TIS-A) (RPS Report Reference JNY9624-11A, November 2022) and Statement on Transport Matters (STM) (RPS TT Report Reference 794-PLN-WWP-JCD0064-TRP-01A, March 2025);
- Details of other development sites included within the traffic modelling of the Transport Assessment (TA) (RPS Report Reference JNY9624-04B, July 2019) that supported the planning application;
- Active travel provision; and
- Public transport.

1.2 The evidence which I have prepared and provide for this appeal reference CAS-02641-G8G7M5 in this Statement is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

Traffic Flows

Changes in Traffic Flows

1.3 The TIS-A and STM considered any recent changes in traffic flows that may have occurred since the time of data gathering for preparing the Transport related documents that supported the planning application.

1.4 The documents concluded that 2022 and 2023 traffic flows in the local area were broadly similar to 2016 and 2017 traffic flows and that the Transport related documents that supported the planning application and assessments contained therein remained relevant and up to date.

1.5 Given that this is based upon traffic flows measured in 2022 and 2023, further research has been undertaken to identify whether there is any more recent traffic survey data available in the public domain using the same sources to those of the TIS-A and STM.

1.6 From this research, we have identified that only one suite of traffic survey data has since become available within the public domain. These traffic surveys were undertaken in 2025 as part of a Transport Statement prepared to support a planning application (Vale of Glamorgan Council (VoGC) Reference 2025/01282/FUL) for Aberthaw Battery Energy Storage System (BESS) (application currently awaiting determination).

1.7 Table 2.1 of that Transport Statement sets out the results of those traffic surveys which include 2025 observed traffic flows along the A4266 East of Weycock Cross, the location of which was considered in the TIS-A (Table 1 of the TIS-A).

1.8 Table 1 of the TIS-A has been updated to include the 2025 traffic surveys and this is set out in Table 1, below.

Table 1: Comparison of 2025 and 2022 Traffic Surveys with Other Recent Traffic Surveys

	A4266 East of Weycock Cross	
	08:00-09:00	17:00-18:00
2025 surveyed traffic flows	338	309
2022 surveyed traffic flows	1,279	1,326
2017 surveyed traffic flows	1,248	1,317
2022 traffic flows as a proportion of recent traffic flows	102%	101%
2025 traffic flows as a proportion of recent traffic flows	27%	23%

1.9 The TIS-A concluded that the 2022 surveyed traffic flows were broadly similar to other recent traffic surveys at the A4266 east of Weycock Cross (2022 traffic flows were 101% to 102% as a proportion of the 2017 traffic flows).

1.10 As shown in Table 1, above, there appears to be a reporting issue or some other issue with the 2025 traffic surveys because they are far lower than those surveyed in 2017 and 2022. Indeed, the 2025 surveyed traffic flows are only 23% to 27% as a proportion of the 2017 traffic flows.

1.11 The Aberthaw BESS Transport Statement only encloses the traffic survey results and does not enclose the raw traffic survey data. The 2025 traffic surveys show that traffic flows have reduced, however, it is not possible to draw any conclusions on whether that has been caused by a reporting issue or some other issue.

1.12 On the basis of the above, there is no traffic survey data currently available in the public domain to alter the conclusions of the TIS-A and STM.

Effects of the 20mph Speed Limit

1.13 The Welsh Government implemented the default 20mph speed limit on residential and built-up roads across Wales on 17th September 2023. Through their monitoring reports, Transport for Wales (TfW), on behalf of Welsh Government, observe that average journey times along a broad range of different types and lengths of routes including inter-urban rural routes, short urban routes, routes to out-of-town destinations, commuter and school routes have increased.

1.14 The traffic assessments that have informed the TIS-A and the Environmental Impact Assessment (EIA) are based upon traffic volumes. That is because highway capacity is based upon traffic volumes, the interactions of those vehicles at junctions and highway layouts and geometries whilst EIA is based upon the effects resulting from increased traffic volumes.

1.15 TfW or Welsh Government have not published any specific data on the effects of the 20mph speed limit on traffic volumes. However, their speed monitoring data in September 2025 includes the number of vehicles recorded (i.e. the traffic volume) at 38 monitoring sites on through roads across ten areas that can be compared during the comparable periods of Summer 2023 (before 20mph speed limit), Summer 2024 (with 20mph speed limit) and Summer 2025 (with 20mph speed limit). This data has been obtained and is summarised in Table 2.

Table 2: Summary of Traffic Volumes at Monitoring Sites

	Lampeter	Penrhyn Bay	Llanrug	Allt-yr-yn (Newport)	Pembroke Dock	Newtown	Tylorstown	Torfaen (Cwmbran, Pontypool and Blaenavon)	Wrexham	Peniel
Summer 2023	619,782	632,266	380,958	432,592	569,764	259,525	848,935	315,892	1,278,723	254,936
Summer 2024	593,528	563,422	361,423	459,647	511,423	258,622	836,466	1,203,512	885,389	247,212
Summer 2025	610,718	583,729	373,391	461,853	554,175	257,537	824,252	1,128,089	1,242,364	256,158

1.16 There appears to be two anomalies in the data the cause of which is unknown. This is Torfaen in Summer 2023 and Wrexham in Summer 2024 when the data is abnormally low compared to other periods.

1.17 These two datasets have therefore been excluded and comparisons of the total data before the 20mph speed limit (Summer 2023) and with the 20mph speed limit (Summer 2024 and Summer 2025) are set out in Table 3.

Table 3: Comparison of Traffic Volumes Before and After 20mph Speed Limit

	Total Traffic Volume	Proportion of Traffic Volume Before 20mph Speed Limit (Summer 2023)
Summer 2023	3,998,758	-
Summer 2024	3,831,743	96%
Summer 2025	3,921,813	98%

1.18 The data shows that traffic volumes after the 20mph speed limit remain similar to those before the 20mph speed limit. There is no published evidence that the 20mph speed limit has resulted in changed traffic volumes. The above suggests traffic volumes remain similar. There is nothing to suggest that the 20mph speed limit has affected the validity of any traffic flows.

1.19 Notwithstanding the above, in terms of highway capacity, this is considered during the peak hours when traffic flows are at their highest. The principal factor in highway capacity is vehicle interactions at junctions causing delay; as traffic flows increase, traffic interactions increase and delays generally increase. Thus, junctions effectively constrain the ultimate capacity of a highway network and is the key driver in considering traffic impact when traffic demand is at its highest during the peak hours.

1.20 Vehicle speeds have negligible effects upon the capacity of junctions. Traffic volumes, the interactions of those vehicles through junctions and the junction layout and geometries are the principal factors in junction operation and delays. In this regard, there is nothing to suggest that the 20mph speed limit affects the validity of any traffic flows.

1.21 Further discussion on this is set out below with regards to the Vale of Glamorgan Deposit Draft Replacement Local Development Plan 2021 – 2036 (RLDP).

Other Schemes Included Within Traffic Modelling

1.22 The TA considered the impact of Model Farm upon the operation of the highway network during the weekday AM and PM peak hours, these being the periods of highest traffic flows. It was underpinned by strategic traffic modelling using TfWs South East Wales Transport Model (SEWTM).

1.23 SEWTM includes all developments and transport schemes known to Welsh Government and TfW, which includes all the allocated sites in the adopted VoGC Local Development Plan 2011 to 2026 (the 'adopted Local Development Plan'), as well as those from other surrounding Authorities' respective Local Development Plans.

1.24 Vale Communities Unite (VCU) and interested parties query whether some specific referenced development sites or potential schemes have been included within the traffic modelling. These are set out in Table 4 along with a commentary.

Table 4: Commentary on Specific Development Sites and Potential Schemes within Traffic Modelling

Site / Scheme	Commentary on Traffic Modelling
CaVC Advanced Technology Centre	This forms part of the MG9 (2), MG10, SP2 (3) employment allocation in the adopted Local Development Plan named 'Land adjacent to Cardiff Airport and Port Road, Rhoose' and 'St Athan – Cardiff Airport Enterprise Zone'. This site is included within the traffic modelling.
Development at Aberthaw Power Station	Policy MD6 (14) of the adopted Local Development Plan protects Aberthaw Power Station as an employment use. Aberthaw Power Station closed as a coal-fired plant in 2020 and there are plans emerging for it to be redeveloped as a green energy park. The traffic modelling undertaken is based upon the employment at the former Aberthaw Power Station being retained. There is no planning application submitted for the green energy park and details on its precise nature are in their infancy. There is no evidence to suggest any significant changes to this site as an employment use. The traffic modelling allows for the continued use of this site as an employment use and thus allows for redevelopment of the former power station site.
	Policy MG30 (5) of the adopted Local Development Plan identifies Land East of Aberthaw Power Station as a search area for solar energy of up to 50MW. Solar farms of this nature do not generate day-to-day traffic flows. They generate occasional visits once a fortnight / once a month / once a quarter based upon the operator requirements to undertake inspection and monitoring. Thus, if Land East of Aberthaw Power Station was to be developed as a solar farm in accordance with Policy MG30 (5) of the adopted Local Development Plan, it would generate negligible traffic. For this reason, the traffic generated by such sites are not explicitly included within traffic models. There was therefore no requirement for a solar farm on Land East of Aberthaw Power Station to be included within the traffic modelling.
Housing at Rhoose	787 homes are allocated within Rhoose in the adopted Local Development Plan under MG2 (35) 'Land north of the Railway Line, Rhoose' and MG2 (36) 'Land south of the Railway Line, Rhoose'. These sites are included within the traffic modelling.
Increase in traffic at Cardiff International Airport	Pre-pandemic, Cardiff International Airport had over 1.5M passengers per annum and had aspirations for growth to 2.5M in 2029 and 3.3M by 2040. Since the pandemic, passenger numbers have fallen and in 2025 there were 0.95M passengers per annum. In a written statement to the Senedd on 22 July 2024, Ken Skates, Cabinet Secretary for Economy, Transport and North Wales, set out a strategy for passenger numbers through Cardiff International Airport to reach 2M by 2034. Based upon this, the actual traffic at Cardiff International Airport likely to materialise is likely to remain below pre-pandemic anticipated growth. Increased traffic at Cardiff International Airport has been allowed for in the traffic modelling.
Freeport at Cardiff International Airport	In 2022, Newport City Council led the bid for a regional freeport, part of which could have been located at Cardiff International Airport. In 2023, it was announced that the bid was unsuccessful. There is no planning application for a freeport and there is no evidence that the scheme will be resurrected. The land on which the freeport would have been located is allocated as employment land under MG10 ('St Athan – Cardiff Airport Enterprise Zone') of the adopted Local Development Plan. MG10 has been allowed for within the traffic modelling. There is no requirement for a freeport at Cardiff International Airport to be included within the traffic modelling. Notwithstanding, policy MG10 which allocates employment use at Cardiff International Airport has been included within the traffic modelling.

Housing at St Athan and Bro Tathan	470 homes are allocated at St Athan in the adopted Local Development Plan under MG2 (2) 'Land at Higher End, St. Athan' and MG2 (3) 'Land at Church Farm, St. Athan'. 855 homes are allocated at Bro Tathan in the adopted Local Development Plan under MG2 (4) 'Former Stadium Site / Land adjacent to Burley Place, St. Athan', MG2 (5) 'Land to the east of Eglwys Brewis', MG2 (6) 'Land adjacent to Froglands Farm, Llantwit Major', MG2 (7) 'Land between new Northern Access Road and Eglwys Brewis Road' and MG2 (22) 'Land adjacent to Llantwit Major Bypass'. These sites are included within the traffic modelling.
Bro Tathan	This forms part of the MG9 (3), MG10, SP2, SP5 employment allocation in the adopted Local Development Plan named 'St Athan – Cardiff Airport Enterprise Zone'. These sites are included within the traffic modelling

Deposit Draft Replacement Local Development Plan 2021 – 2036

1.25 1.24There are a number of other potential future development sites within the RLDP. It has been informed by an evidence base comprising a series of background papers and supporting reports, including a Strategic Transport Assessment Stage 2 Technical Notes 5-8, Link Document BP14A (STA), and forms a Core Document of the Inquiry.

1.26 The STA considers the potential impact of the proposed RLDP land allocations upon the highway network throughout the Vale of Glamorgan and within neighbouring Authorities using SEWTM.

1.27 The traffic modelling undertaken within the STA is for a future year of 2036 with allowances made for traffic generated by the proposed residential and employment allocations, including Model Farm.

1.28 The STA concludes that, with commensurate mitigation, the proposed land allocations within the RLDP can be accommodated on the highway network; this includes Model Farm.

1.29 With regard to Weycock Cross, the STA identifies an improvement scheme that would provide additional capacity to accommodate the traffic generated by the proposed RLDP residential and employment allocations, including Model Farm.

1.30 The STA sets out at paragraph 4.2.5 of its Technical Note 07 that the scheme would be deliverable using land within the adopted highway and land owned by the North West Barry proposed allocation (land which would be required to provide their access junction in any event).

1.31 In discussions with VoGC during the application process, VoGC always envisaged the provision of a left turn slip to bypass the give-way line at the roundabout to improve its capacity. The scheme set out in the STA progresses this and offers one that is deliverable in terms of land ownerships.

1.32 The STA sets out a suggested funding mechanism for the improvement scheme at Weycock Cross and apportions its cost between the nine strategic housing sites as Section 106 contributions. The STA thus progresses the delivery of an improvement scheme at Weycock Cross.

Land at North West Barry (Policy HG1 KS1)

1.33 The RLDP proposes the allocation of up to 376 homes on land to the immediate south-west of Weycock Cross. In relation to sustainable transport and highways, it sets out that the site must comply with the following requirements:

- Provision of land across the site frontage to allow for the widening of the A4226 Port Road West and the delivery of an Active Travel route across the frontage of the site as part of the Weycock Cross to Cardiff Airport Active Travel route, as identified in Policy TR1;
- Creation of a new signalised junction on to the A4226 Port Road West, which will need to accommodate controlled pedestrian/cycle crossing facilities;
- A contribution towards off-site improvements to the capacity and flow of Weycock Cross roundabout and other junctions on the strategic highways network where necessary; and
- A contribution towards off-site sustainable transport measures in the area.

Traffic Flows Used to Evidence the Draft Replacement Local Development Plan 2021 – 2036

1.34 The above sets out that the STA used SEWTM with a future year of 2036 with allowances made for traffic generated by the proposed RLDP residential and employment allocations, including Model Farm.

1.35 The modelled traffic flows on the A4226 Port Road have been extracted from the STA and are set out below.

1.36 Table 5 sets out the 2036 plus proposed RLDP residential and employment allocations, including Model Farm, scenario as extracted from the STA. These are in passenger car units (PCUs) with a 10% HGV proportion and so Table 5 also calculates these into traffic flows.

Table 5: 2036 SEWTM RLDP Traffic Flows Along A4226 Port Road

	Eastbound	Westbound	Total
2036 Base + RLDP AM Peak Hour (PCUs)	1,263	1,078	2,341
2036 Base + RLDP AM Peak Hour (traffic flows)	1,148	980	2,128
2036 Base + RLDP PM Peak Hour (PCUs)	1,187	1,195	2,382
2036 Base + RLDP PM Peak Hour (traffic flows)	1,079	1,086	2,165

1.37 Table 9.1 of the TA set out the modelled 2026 and 2029 traffic flows along the A4226 Port Road that informed the assessments of Model Farm within the TA. These traffic flows are replicated in Tables 6 and 7 along with a comparison to the RLDP traffic flows set out above.

Table 6: Comparison of 2036 SEWTM RLDP Traffic Flows with 2026 Model Farm Traffic Flows Along A4226 Port Road

	Total	
2026 Base + Model Farm AM Peak Hour	2,503	
2036 Base + RLDP AM Peak Hour	2,128	
Difference 2026 with Model Farm to 2036 with RLDP AM Peak Hour	-375	-15%
2026 Base + Model Farm PM Peak Hour	2,430	
2036 Base + RLDP PM Peak Hour	2,165	
Difference 2026 with Model Farm to 2036 with RLDP PM Peak Hour	-265	-11%

Table 7: Comparison of 2036 SEWTM RLDP Traffic Flows with 2029 Model Farm Traffic Flows Along A4226 Port Road

	Total	
2029 Base + Model Farm AM Peak Hour	2,519	
2036 Base + RLDP AM Peak Hour	2,128	
Difference 2029 with Model Farm to 2036 with RLDP AM Peak Hour	-391	-16%
2029 Base + Model Farm PM Peak Hour	2,448	
2036 Base + RLDP PM Peak Hour	2,165	
Difference 2029 with Model Farm to 2036 with RLDP PM Peak Hour	-283	-12%

1.38 Tables 6 and 7 show that the 2036 SEWTM traffic flows along the A4226 Port Road that consider the proposed RLDP residential and employment allocations, including Model Farm, are lower than those that were used in the TA.

1.39 This shows that current forecasts of future year traffic flows from SEWTM are lower than those at the time of preparing the TA.

1.40 Indeed, the 2029 future year traffic flows with Model Farm used in the TA are 16% higher than the 2036 SEWTM traffic flows (which include the proposed RLDP residential and employment allocations, including Model Farm) during the AM peak hour and 12% higher during the PM peak hour.

1.41 This demonstrates that the assessments of Model Farm are overly robust.

1.42 Furthermore, the STA sets out in paragraph 2.3.1 of its Technical Note 07 that its assessment adopts a robust and precautionary approach, applying forecast peak-hour traffic demands without adjustment for potential future reductions arising from modal shift or homeworking aspirations identified in Llwybr Newydd: the Wales Transport Strategy 2021. Such considerations would further reduce the 2036 traffic flows in comparison to those considered for Model Farm.

1.43 Current SEWTM future year traffic projections do not envisage the level of traffic flows on which the Model Farm assessments were undertaken.

1.44 Even with the inclusion of the proposed RLDP residential and employment allocations, including Model Farm, in a 2036 future year scenario, SEWTM predicts that those traffic flows will be lower than those on which the Model Farm assessments were undertaken.

1.45 Indeed, even if all emerging cumulative development sites in the RLDP are considered, the predicted 2036 future year traffic flows from SEWTM remain lower than those used for the assessment of Model Farm.

1.46 There is nothing to suggest that the traffic flows or traffic flow scenarios used for the assessment of Model Farm are not suitable and, indeed, very precautionary.

1.47 The above sets out that there is nothing to suggest that the 20mph speed limit has affected the validity of any traffic flows. Notwithstanding this, the 2036 SEWTM traffic flows and assessments within the STA are derived with the incorporation of the 20mph speed limits.

1.48 There is nothing within those assessments to suggest that the traffic flows or traffic flow scenarios used for the assessment of Model Farm are not suitable and, indeed, very precautionary.

Active Travel Provision

1.49 Draft condition 38 states:

> **'No more than 20,000sq.m gross floor area of the development shall be put into beneficial occupation until provision of a compliant Active Travel Route (Active Travel (Wales) Act 2013) has been completed along Port Road, connecting the site to existing facilities at Cardiff Airport and Barry (Weycock Cross)'**

1.50 This active travel route is a long-standing commitment for VoGC, who will deliver it.

1.51 This active travel route is identified within:

- Local Development Plan Policy MG16 (2) (A4050 Port Road to Cardiff Airport walking and cycling proposal);
- Deposit Draft Replacement Local Development Plan Policy TR1 (3) (Active Travel Route Weycock Cross to Cardiff Airport); and
- Local Transport Plan 2015-2030 (A4050 Culverhouse Cross to Cardiff Airport Element 2: A4050 Port Road to Cardiff Airport).

1.52 As part of a Section 106 Agreement, the Appellant will transfer a 10m wide section of land to VoGC along the southern side of Port Road (along the site frontage) for the provision of an active travel route.

1.53 Following discussions with VoGCs Sustainable Transport Officer, they have advised the following:

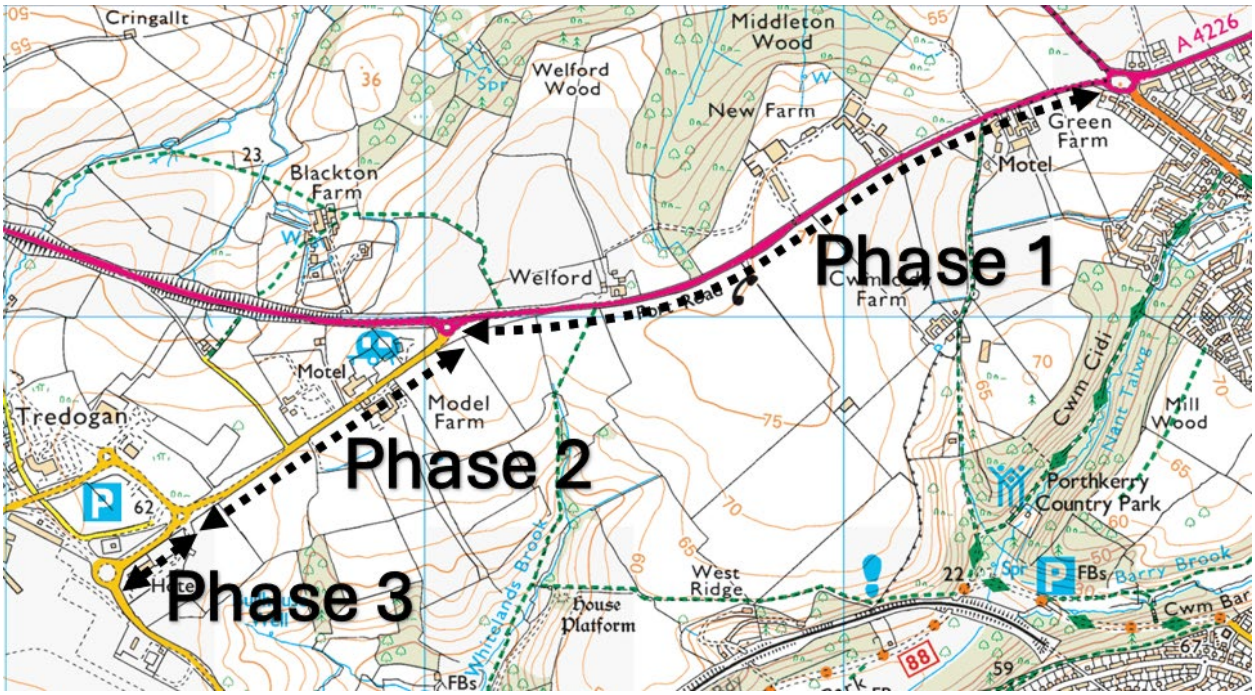
- The active travel route between Barry and the airport is a very high priority for VoGC, especially with the Cardiff and Vale College underway.
- For funding reasons, VoGC split the active travel route into 3 sections. Phase 1 is Barry (Weycock Cross) to the A4226 / Port Road roundabout (Dragon tail roundabout), Phase 2

is along Port Road past Model Farm to the airport / business park roundabout and Phase 3 is the section of Port Road by the Holiday Inn.

- Phase 3 has been installed by VoGC as they had S106 sustainable transport contributions that were expiring and needed to be spent on this route.
- Detailed design on Phase 1 has been completed by VoGC.
- VoGC will complete detailed design for Phase 2 in Financial Year 2026/2027 after determination of the Model Farm Appeal (once VoGC knows whether the detailed design will include Model Farm or not). VoGC has funding to complete this design work.
- VoGC will submit a funding bid to Welsh Government's Active Travel Fund for construction of Phases 1 and 2 in Financial Year 2027/28. Construction is expected to take two years.

1.54 A record of the discussion with VoGCs Sustainable Transport Officer is attached at Appendix A and the three phases are illustrated on Figure 1.

Figure 1: A4226 Port Road Active Travel Route Phasing



1.55 Based upon the above, VoGC have a plan to deliver the remaining phases of the active travel route, whether Model Farm is granted planning consent or not, and have funding in place for the next stage of its delivery process (detailed design of its final phase).

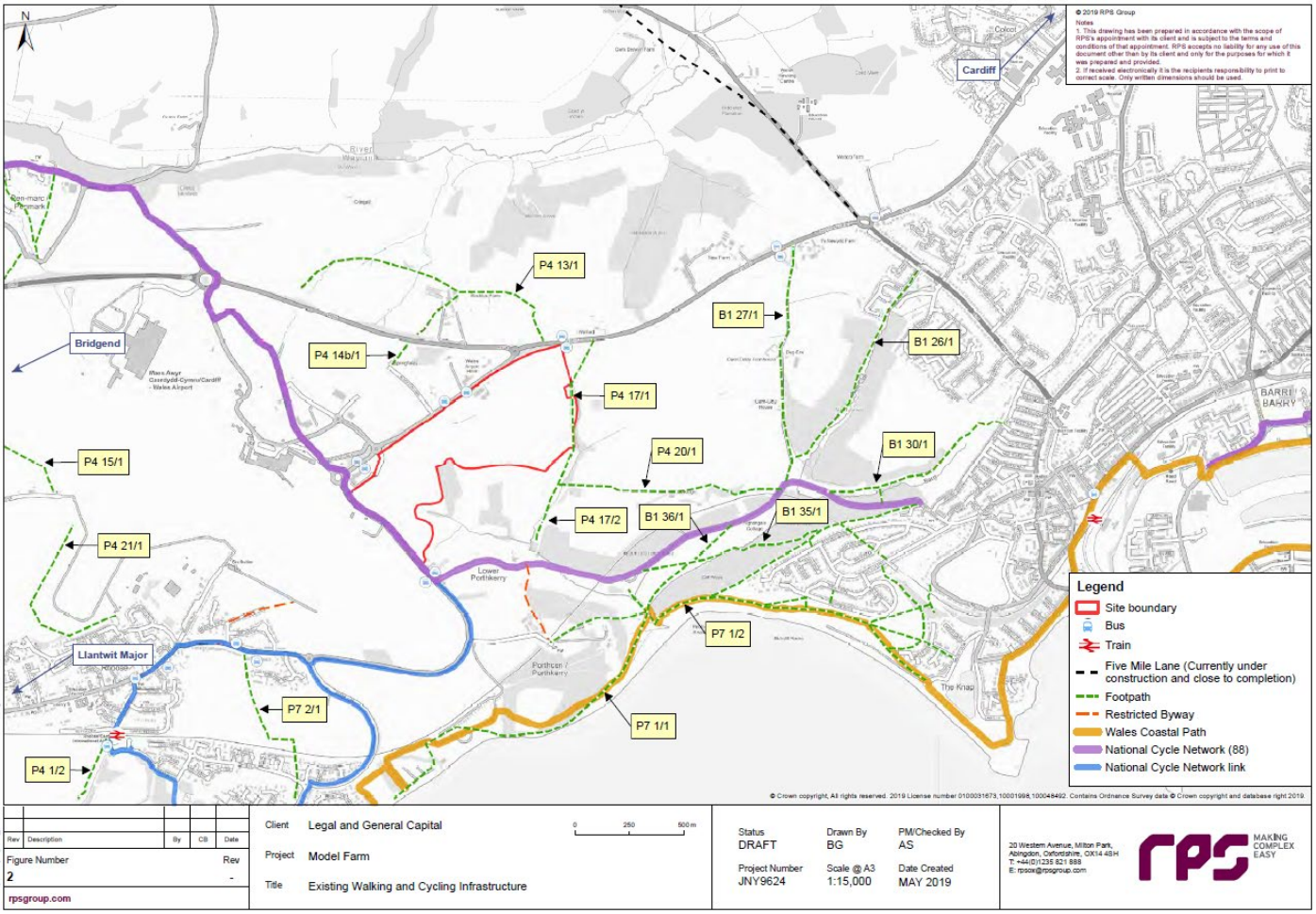
1.56 Once that detailed design has been completed, estimated costs for its delivery can be made and those estimated costs will be submitted to Welsh Government's Active Travel Fund for funding. The previous successful submissions for funding have demonstrated that the active travel route meets Welsh Government's criteria to receive funding.

1.57 Such a submission cannot be made in advance of estimating the costs and this process is entirely normal.

1.58 The Revised Transport Implementation Strategy (TIS) (RPS Report Reference JNY9624-10A, March 2021) estimated that the trigger of occupation of 20,000m^2 GFA would occur at the end of year one (based on a 15 year build out). At the end of year one, the TIS predicts that Model Farm would generate seven walking movements and 15 cycling movements during the peak hours.

1.59 A plan of the existing active travel infrastructure as was presented in the TA is shown on Figure 2.

Figure 2: Existing Active Travel Infrastructure



1.60 There is a shared use footway / cycleway along Portkerry Road and Pentir Y De into Rhoose beyond which there are quiet roads that are surfaced and street lit through Rhoose conducive to cycling.

1.61 National Cycle Network 88 routes from the south-western area of the site into the western edges of Barry, beyond which there are quiet roads that are surfaced and street lit through

Barry conducive to cycling. Some of the roads within northern areas and north-western areas of Barry are on hills, however, these are generally over short lengths or with gentle gradients that a daily commuting cyclist should not find insurmountable.

1.62 In advance of the Active Travel Route along the A4226 Port Road being delivered, cyclists would be able to reach the site from all of the built-up area of Barry using National Cycle Network 88.

1.63 Pedestrians from Barry would also be able to use this route, however, only the very western areas of Barry would be within a reasonable walking distance.

1.64 Figure 6 of the TA set out cycling isochrones from the site and demonstrated that the entirety of Rhoose and Barry and further afield is accessible within 25 minutes cycle distance. This has been calculated based on 320 metres covered per minute whilst cycling (11.9 mph), which is an industry recognised cycling speed when considering accessibility.

1.65 Indeed, guidance on cycling speeds is set out in Table 9.4 of the Welsh Governments Active Travel Act Guidance, 2021, which is replicated in Table 8, and sets out that typical speeds for commuting cyclists range from 10mph to 20mph.

Table 8: Typical Speeds for Cycling by Type of User (Extract of Table 9.4 of Active Travel Act Guidance)

User Type	Typical Desired Speeds	Current Approximate Share of Cycling
Child – school travel	7-15mph	10%
Adult with child – leisure	7-15mph	36%
Adult – shopping and other stop/start journeys	10-15mph	15%
Adult – commuting	10-20mph	39%

1.66 Rather than assuming an average speed of 15mph (which would reduce the time stated from 25 minutes to 20 minutes), the isochrones are based upon the lower end of that scale at 11.9mph.

1.67 Thus, accessibility by cycling from Rhoose and Barry within 25 minutes are well within the limits of a typical commuting cyclist.

1.68 It is noted that the Updated VCU Statement suggests that people living in the Vale see little use of active travel routes for work purposes and that they appear to be mainly used for recreational activities at weekends.

1.69 Table 8 (which is an extract of Table 9.4 of the Welsh Governments Active Travel Act Guidance) sets out that Welsh Government national data shows that commuting at 39% has the largest share of cycling.

1.70 For those who cycle for leisure purposes (36% of the share), from those experiences, over time they may be inclined to extend that use from leisure to commuting.

Public Transport

1.71 The TA that supported the planning application and the TIS set out details on the existing public transport provision adjacent to the site at that time.

1.72 The TIS was prepared in early 2021 during the pandemic when public transport services were temporarily operating at reduced levels of service due to temporary reduced levels of demand. The TIS therefore adopted the pre-pandemic public transport provision, consistent with that set out within the TA.

1.73 In summary, the TA and TIS set out the following:

- Number 303 bus service operated between Bridgend, the site and Barry on an hourly basis per direction;
- Number 905 bus service operated between Cardiff International Airport, the site and Rhoose CIA Railway Station on an hourly basis per direction;
- Number X91 bus service operated between Cardiff, Barry, the site and Llantwit Major irregularly in both directions during the early morning and early evening only;
- Number T9 bus service operated between Cardiff, Barry, the site and Cardiff International Airport every 20 minutes per direction;
- Rail services operated from Rhoose CIA Railway Station on an hourly basis per direction; and
- TfW plans to increase rail frequencies at Rhoose CIA Railway Station to two per hour per direction.

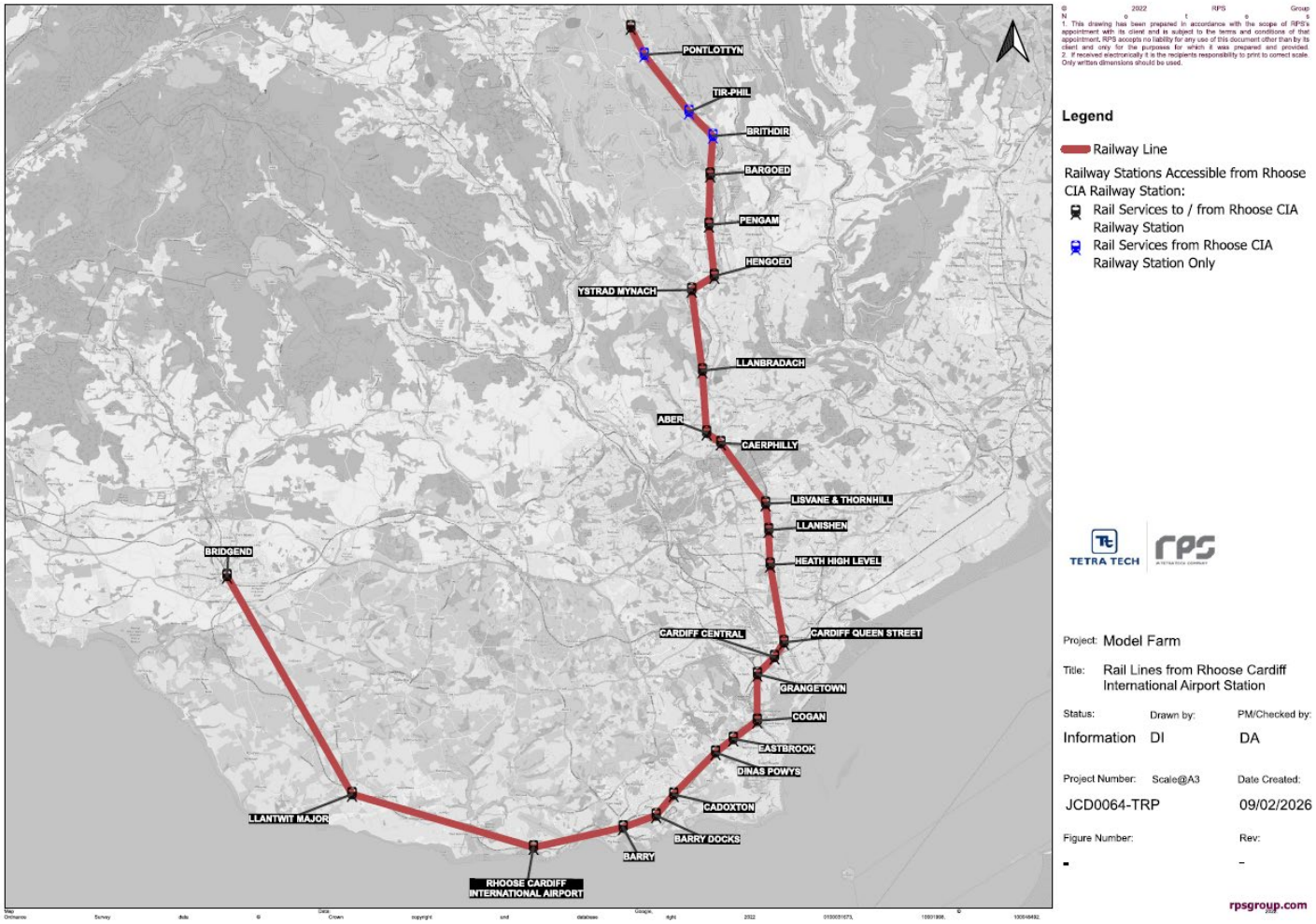
1.74 Since then, public transport provision has changed and is now (February 2026) summarised as follows:

- Number 304 bus service operates between Cardiff, Barry, the site and Llantwit Major on an hourly basis per direction;
- Number 905 bus service operates between Cardiff International Airport, the site and Rhoose CIA Railway Station on an hourly basis per direction;
- Rail services operate from Rhoose CIA Railway Station on an hourly basis per direction; and
- TfW plans to increase rail frequencies at Rhoose CIA Railway Station to two per hour per direction.

1.75 Since the preparation of the TIS, TfW announced they no longer plan to increase all services throughout the day at Rhoose CIA Railway Station to two per hour per direction. Rather than all services throughout the day, only peak period services for commuters will be increased to two per hour per direction. TfW have not confirmed any timescales for this yet.

1.76 The direct railway stations accessible from Rhoose CIA Railway Station are shown on Figure 3, demonstrating areas such as Bridgend, Llantwit Major, Barry, Barry Docks, Dinas Powys and beyond to Cardiff, Caerphilly and Ystrad Mynach are all accessible via rail.

Figure 3: Rail Accessibility at Rhoose CIA Railway Station

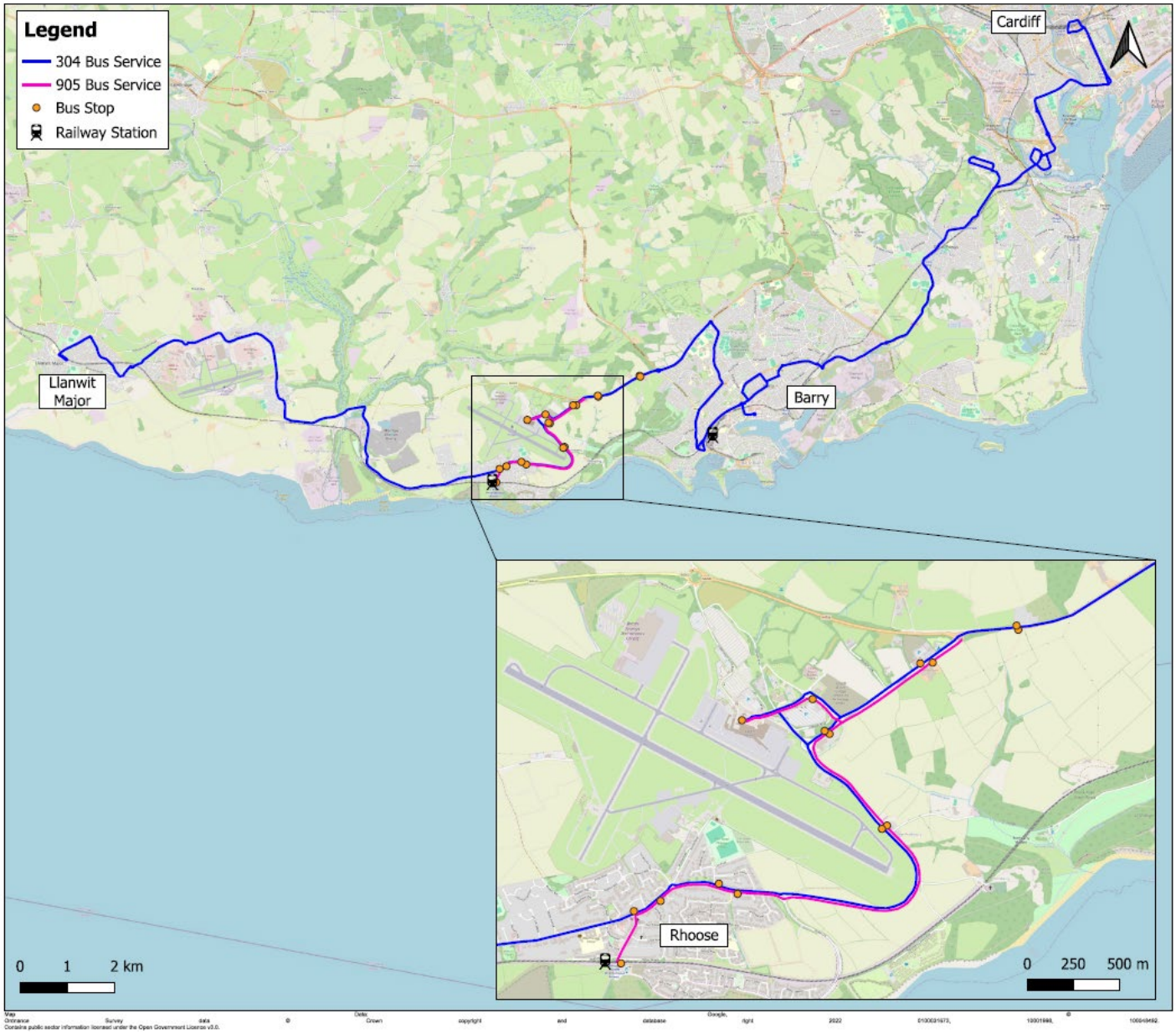


1.77 In recent discussions, Welsh Government have advised the Appellant that they will continue to support a shuttle bus to Cardiff International Airport (currently the number 905 service).

1.78 In recent discussions, Welsh Government have also advised the Appellant that they propose to reinstate the number T9 bus service at a frequency to service Cardiff International Airport and the wider Enterprise Zone with discounts available to those working within the Enterprise Zone. Welsh Government have not confirmed any timescales for this yet.

1.79 The bus routes and location of bus stops (February 2026) are shown on Figure 4.

Figure 4: Bus Service Routes (February 2026)



1.80 There are bus stops on both sides of Port Road (named Celtic International Hotel bus stops) on the site frontage.

1.81 Model Farm will be required to provide improvements to these bus stops in terms of active travel accessibility and waiting facilities. Draft Condition 10 states:

> **'Notwithstanding the plans and details submitted, no development shall commence until full design and engineering details of the proposed primary vehicular accesses to Port Road, and re-aligned roundabout with the A4226,**

have been submitted to and approved in writing by the Local Planning Authority. The details shall include provisions for active travel, vision splays, street signage, street lighting, upgrades to bus stop facilities on Port Road, surface water drainage details and any retaining structures. The development shall not be brought into beneficial use until the roundabout, access road and associated junctions have been constructed in accordance with the approved details'.

1.82 Additionally, there is potential for buses to penetrate the site and the internal road network will include for bus provision to allow for this. Draft Condition 41 states:

'The application(s) for reserved matters shall be accompanied by full design and engineering details of the proposed primary internal spine road to serve the development parcels within the site. The design details shall also include bus stop facilities to allow for services to penetrate the site, active travel provision, vision splays, street signage, street lighting, surface water drainage details and details of any retaining structures. The spine road shall be completed in accordance with the approved details prior to the first beneficial occupation of the development'.

1.83 Thus, before occupation of the development, Model Farm will be required to provide accessible bus stops for active travel modes with attractive waiting facilities on Port Road along the site frontage and also within the site.

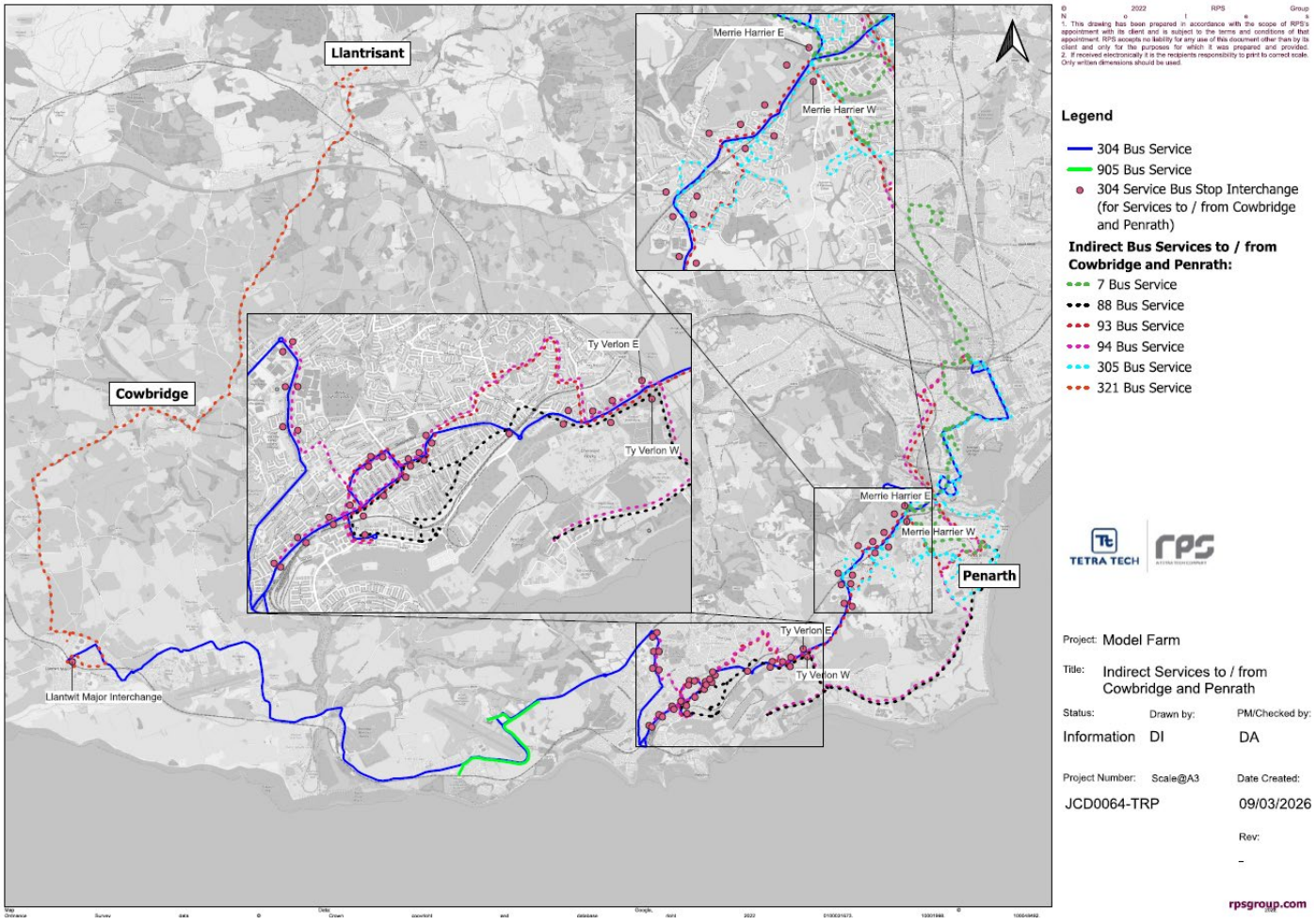
1.84 The precise details for these would need to be approved by VoGC and would thus need to be to the satisfaction of VoGC.

1.85 On this basis, there is nothing to suggest that the bus stops and waiting facilities would not be accessible, attractive and usable for bus users from day one of occupation at the development.

1.86 Noting that there are other nearby locations such as Penarth and Cowbridge, Figure 5 shows the routes of these indirect bus services with a summary as follows:

- Number 93 bus service operates from Cowbridge on an hourly basis per direction, changing at Llantwit Major onto the number 305 bus service to reach the site;
- Numbers 7, 88, 94, 305 and 321 bus services operate from Penarth on an hourly basis per direction, changing at Dinas Powys or at Barry onto the number 305 bus service to reach the site;
- The timetables for these bus services do not always align for quick interchanges with varying typical waiting times of between 5 minutes and 30+ minutes. This results in total journey times to / from Cowbridge and Penarth of over 1 hour, sometimes over 1.5 hours.

Figure 5: Key Indirect Bus Service Routes (February 2026)



1.87 The TIS sets out triggers for improving bus services at occupation of 40,000m^2 Gross Floor Area (GFA) and at occupation of 120,000m^2 GFA.

1.88 The TIS sets out that the delivery of these will be 'mindful of the wider EZ, to be delivered in collaboration with VoGC and other key stakeholders in conjunction with the bus operators'.

1.89 Thus, the precise extent of the improvements to the bus services will be determined at that time to take account of the wider EZ, upon passenger demand and to optimise services, all in collaboration with VoGC, key stakeholders and the bus operators.

1.90 The Framework Travel Plan requires Travel Plan Co-ordinators (TPC) to obtain feedback from employees using public transport on potential improvements on an ongoing basis. This will include public transport routes and services. Thus, at the time of devising the bus service improvements at these triggers, feedback from users at Model Farm will be known. Those improvements can therefore account for that feedback to cater for demand and to help maximise public transport use.

1.91 The TIS estimated that the first trigger of occupation of 40,000m^2 GFA would occur shortly after year two (based on a 15 year build out). At year two, the TIS predicts that Model Farm would generate 35 bus passenger movements during the peak hours.

1.92 This is an early stage of the build out of the development when bus passenger demand is in its infancy. The TIS estimates that the full development would generate 194 bus passenger movements during the peak hours.

1.93 Consistent with other development proposals, access strategies are implemented as a development becomes occupied. Some sites may not be deemed to be accessible before they are occupied, however, as their occupation increases, their accessibility increases to cater for the movement demand that it generates.

1.94 Model Farm is no different to this. Its accessibility will increase as its movement demand increases and it becomes occupied.

1.95 Notwithstanding these triggers, the Framework Travel Plan requires a Steering Group to be established and meet regularly as part of seeking to meet the Travel Plan targets. This will consist of all stakeholders, including VoGC and public transport service providers.

1.96 A key element of the Steering Group will be public transport and bus service providers will be able to understand current and upcoming demand at Model Farm for bus travel.

1.97 It is in VoGC's and the bus service providers' interests to maximise bus patronage and thus maximise revenue. Thus, VoGC and bus service providers will be able to be adaptive to demand if required via the Steering Group. This includes frequency of bus services, routes of bus services and interchanges with any other bus services.

1.98 VoGC and bus service providers would not need to wait for the triggers to be reached to provide improved services.

1.99 The Steering Group will be an ongoing element of the Travel Plan and provides the mechanism to improve bus services on an ongoing basis, notwithstanding the triggers set out in the TIS.

Appendix A: Record of Discussion with VoGCs Sustainable Transport Officer

From: [redacted]
To:
Cc:
Subject: RE: Weycock Cross to Cardiff Airport Active Travel Route
Date: 11 February 2026 07:54:23
Attachments: [redacted]

CAUTION: This email originated from an external sender. Verify the source before opening links or attachments.

Morning

The AT route between Barry and the airport is a very high priority for us to deliver – especially with the new college already underway.

Due to funding restrictions we have had to split the route into 3 sections. Phase 1 is Barry to the Dragon tail roundabout (where it splits to Rhoose/Llantwit), Phase 2 is past Model Farm to the next roundabout, and Phase 3 was the section by the Holiday Inn.

Phase 3 was split off as we had S106 sustainable transport contributions that were expiring that needed to be spent on this route – so it delivered a shared use from the airport roundabout to connect to the existing shared use on to Rhoose.

Detailed design on Phase 1 has been completed and if everything had gone to plan this FY we would have liked to start construction FY26/27.

Funding for this FY was to completed detailed design of Phase 2. This was on the assumption that the inquiry at Model Farm was last summer. This was obviously postponed and so we couldn't design this section as we do not know the alignment it will take.

As the inquiry is due for March, we hope that the decision will be made quickly and so we can complete Phase 2 design in FY26/27 – we have secured the funding to do this piece of work.

A funding bid for construction on this route could then be submitted ready for FY27/28 – but it would have to be phased due to hedge translocation, and will span 2 years (at least).

I hope this helps a little – but if you'd like a quick teams call to clarify anything, then that would be fine.

For info – the new college developers are doing a SUP at the front of their area and also a toucan crossing near the Holiday Inn to assist movements from Rhoose (train station).

Thanks,

Senior Sustainable Transport Officer / Uwch Swyddog Trafnidiaeth Gynaliadwy
Pronouns: *she / her* Rhagwenwau: *hi*

Neighbourhood Services and Transport / Gwasanaethau Gweledig a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: