

Active Travel Route: Biglis to Dinas Powys

Planning Statement

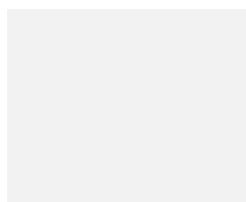
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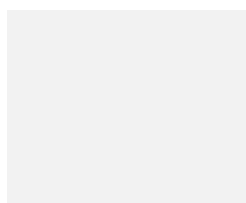
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1 Introduction

1.1 The Planning Application

- 1.1.1 This Planning Statement has been prepared by Arcadis, on behalf of our client, Vale of Glamorgan County Borough Council (VoG) (the 'Client'), to accompany an application for planning consent under the Town and Country Planning Act 1990, as amended (the 1990 Act), for creating a new shared pedestrian and cycle route, an Active Travel Route (ATR), hereafter referred to as the 'Proposed Development' located between Biglis and Dinas Powys.
- 1.1.2 The planning application seeks permission for the following:
'The provision of a shared pedestrian and cycle route (Active Travel Route), footbridge, landscaping and associated works from Biglis to Dinas Powys'.
- 1.1.3 The Proposed Development is located at Grid Reference ST 15393 70215. The application site is located near a roundabout where the A5231, Cardiff Road and Sully Moors Road meet. It follows a path northeast along Cardiff Road, passing by Green Lane and Green Road. It then heads north, passing by Parc Bryn-y-Don, turning northeast to connect with Heol Y Frenhines and St Cadoc's Avenue. Finally, it joins an existing shared route south of an abandoned railway. The site area is approximately 9.5ha in total.
- 1.1.4 The Proposed Development seeks planning permission for a shared pedestrian and cycle route along a larger section of Cardiff Road between 'the roundabout' and Heol Y Frenhines. The remaining, smaller section of route along the A4231, is considered to be exempt from requiring planning permission by virtue of the General Permitted Development Order 1995 (as amended) and the Highways Act 1980. This is owing to the fact that the works will consist mainly of road and path widening on adopted highway land, on behalf of VOG Highways Authority, where the authority benefits from Permitted Development Rights under the General Permitted Development Order (GPDO) 1995 Class A Part 13: Development by Local Highway Authorities. The total site area covered by Permitted Development Rights equates to 1.4ha.
- 1.1.5 The proposed site location and extent of works is depicted in the Figure 1.1 below, with red covering the application boundary and blue annotating the Permitted Development sections:

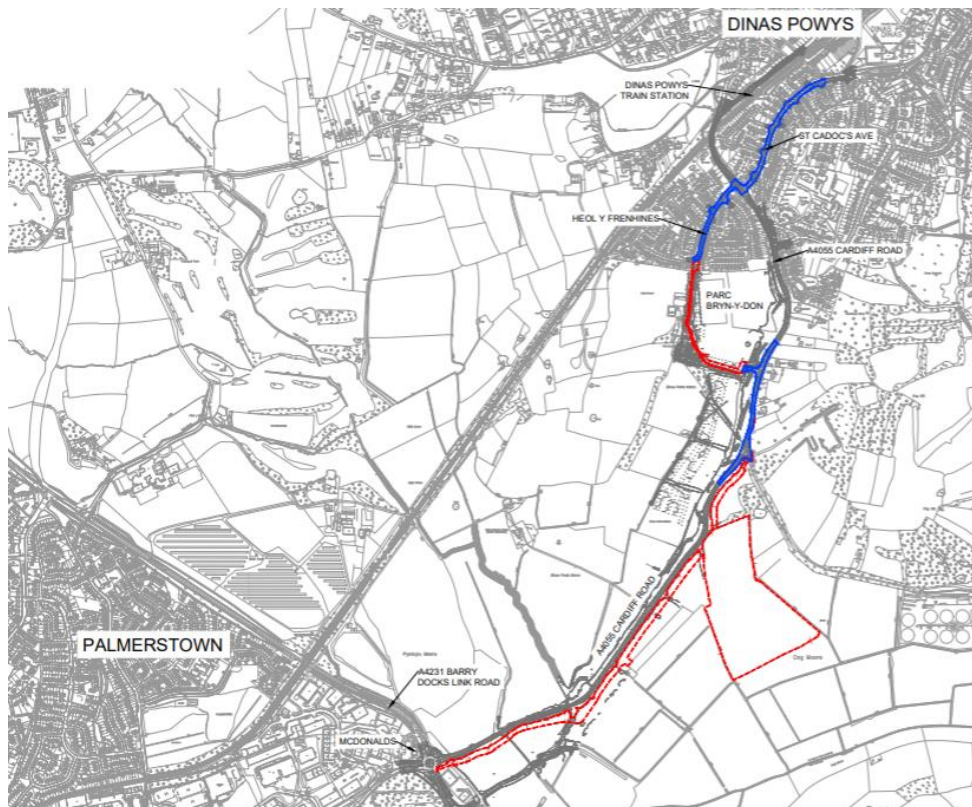


Figure 1.1 Site Location Plan and route alignment

- 1.1.6 The statutory requirement for a Design and Access Statement is duly noted and has been prepared as a separate report to accompany this planning application submission.
- 1.1.7 A Pre-Application Consultation (PAC) Report has also been prepared in line with the provisions of the Town and Country Planning (Development Management Procedure) (Wales) (amendment) Order 2016 which accompanies this planning application submission. The mandatory PAC is being held between 20 November and 20 December, and in line with the statutory provisions of statutory consultees, Dinas Powys Community, Barry Town Council and neighbours were invited to review the draft application submission and provide comments prior to the formal submission of the planning application.
- 1.1.8 This Planning Statement should be read in conjunction with the supporting reports and drawings accompanying the application comprising of:
- Planning Application Form;
 - Requisite planning application fee;
 - Suite of application plans and drawings;
 - Site Location Plan;
 - Existing Site Plan;
 - Proposed General Arrangement;
 - Proposed Elevations and of the proposed bridge;
 - Cross Sections;
 - Design and Access Statement (DAS);

- Arboriculture Impact Assessment (AIA);
- Preliminary Ecological Appraisal;
- Ecology Surveys and Report;
- Geo-environmental Report;
- Flood Consequence Assessment (FCA);
- Drainage Strategy;
- Landscape and Visual Impact Assessment/ Statement (LVIA);
- Agricultural Land Classification Note;
- Pre-Application Consultation (PAC) Report (which will be submitted following the statutory PAC process);
- Landscaping Plans;
- Lighting Strategy/plans;
- Green Infrastructure Statement.

1.2 The Applicant and Background Context

- 1.2.1 The need for the Proposed Development follows the introduction of the Active Travel (Wales) Act 2013 in September 2014, which requires all local authorities in Wales to map and plan for suitable routes for active travel within certain settlements with a population over 2,000 people.
- 1.2.2 VoG submitted their Integrated Network Maps (INM) in November 2017 which set out the Authority's aspirations for improving active travel routes across the County over the next 15 years. This included routes that were currently used but may not have met the standard of ATRs or were routes that did not exist but were identified within other strategic plans or identified through the ATR consultation process.
- 1.2.3 Section 4 of the Act requires that the next edition of the INM should be submitted by local authorities three years following the previous edition, or no later than a date specified by the Welsh Ministers. In view of the Covid-19 pandemic, Ministers considered it appropriate to extend the submission of the next round of INMs and updated existing routes maps to 31 December 2021. VoG Council held extensive consultation with the public throughout 2021, and the new Active Travel Network Map was approved by Welsh Government in August 2022. In November 2023, the Minister and Deputy Minister for Climate Change agreed to extend the next date for all local authorities to submit revised versions of their Active Travel Network Maps (ATNMs), to 1 December 2026.
- 1.2.4 To meet their statutory requirement, the Council identified Biglis to Dinas Powys as an opportune site to provide an ATR with various options being consulted on to members of the public. The aim of the scheme is to provide a safer highway environment for pedestrian movements and provide opportunities for active travel, particularly for vulnerable road users and children which meets the ATR standard. Of the Options presented to the public, respondents favoured Options 2 and 3. A further consultation was undertaken to configure the developed design for the preferred route, which this full planning application seeks consent for.

1.3 Pre-Application Engagement

- 1.3.1 A pre-application enquiry was submitted to VoG on 22 July 2024. A formal written response from the Council is yet to be received and likely to be submitted during the PAC process. This is owing to outstanding consultation responses being received from statutory consultees, during the formal pre-application discussions, albeit the Council has provided confirmation that the proposal is deemed acceptable in principle. The discussions confirm that the proposals align with the Council's adopted policy documents in principle, subject to the technical considerations being acceptable.

1.4 Screening Opinion

- 1.4.1 VoG confirmed, during the pre-application engagement that the Proposed Development was not an Environmental Impact Assessment (EIA) project under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 and therefore, there was no requirement to submit a Screening Request.

1.5 Purpose and Structure of the Statement

- 1.5.1 The purpose of this Planning Statement is to describe the Proposed Development for which planning permission is sought and to outline how the proposals respond to and comply with, relevant national and local planning policy to be weighed by VoG Council, as the Local Planning Authority (LPA).
- 1.5.2 This Statement seeks to demonstrate that the Proposed Development is in accordance with the Development Plan, taking into account other relevant policies in order that the LPA is able to determine the development proposal without delay. It has also been prepared to provide information to assist VoG Council, as the determining body for the planning application and for consultees and other stakeholders to be informed about the Proposed Development.
- 1.5.3 The structure of the Planning Statement is as follows:
- **Chapter 2** provides a brief description of the application site and its surroundings and a description of the development proposals before the local planning authority.
 - **Chapter 3** sets out the local and national planning policy context of relevance to the proposal.
 - **Chapter 4** appraises and considers the extent to which the Proposed Development complies with relevant policies at a national and local level.
 - **Chapter 5** reaches conclusions on the overall compliance of the development proposals with planning policy in reaching a recommendation on the acceptance of the Proposed Development.

2 Site Context and Proposed Development

2.1 Introduction

- 2.1.1 This Chapter provides a description of the application site and its surroundings, the planning history, as well as the description of the Proposed Development and ATR works planned to take place between Biglis to Dinas Powys.

2.2 Development Site and its Surroundings

- 2.2.1 The Proposed Development site encompasses an area of 10.9ha of which, 9.5 hectares encompasses the red line boundary, as indicated in red on the proposed Active Travel Route General Arrangement Overview Drawing (Ref: 10058585-ARC-XX-010-DR-C-00004 P01). The Proposed Development is located at approximate National Grid Reference (NGR) ST 15393 70215.
- 2.2.2 As presented on the Site Location Plan, the proposed route commences at the southeast of the roundabout where Cardiff Road (A4055), A4231, and Sully Moors Road (B4267) meet. The route moves in a northeast direction and runs parallel to the south (and then east) of Cardiff Road. It intersects with the junction of Cardiff Road and Green Lane before crossing over Green Road. A large field parcel has been included within the red line and forms part of the planning application boundary for compensatory flood mitigation as the proposals. Continuing with the route north, it merges back to the east of Cardiff Road and continues north until reaching a crossing at the entrance of Parc Bryn-y-Don. From there, it travels from the southeast to the northwest and into Heol Y Frenhines, reconnecting with Cardiff Road before utilising an existing signalised crossing to access St Cadoc's Avenue. The route then links with the existing shared route to the south of the abandoned railway. The boundary of the application site is depicted in the accompanying General Arrangements (10058585-ARC-XX-010-DR-C-00001-Sheet 1,2,3,4,5,6,7,8 and 9)
- 2.2.3 The application is not covered by any environmental designation, albeit the Site is situated within Flood Zone C2 on the southern section of the Site and covered by Agricultural Land Classification 3a. There are also a number of Tree Preservation Order trees within or immediately adjacent to the Site. Public Right of Way S1/41/1 extends to the south of the application site, from Cog Road in Sully, then running alongside Cardiff Road, terminating at Cross Common Road.
- 2.2.4 The wider surroundings are characterised by agricultural land in all directions, with mixed residential and residential areas at retrospective ends of the proposed route, located to the south of Palmerstown (Biglis) and Dinas Powys. Dinas Powys Moors Site of Importance for Nature Conservation (SINC) is located to the southwest of the site, across from the section of Parc Bryn Y Don. Cog Moors Site of Special Scientific Interest (SSSI) occupies an area of 13ha, approximately 350m to the east of the Site. The Romano-British Farmstead Scheduled Ancient Monument is located approximately 400m northwest from the Site.

2.3 Planning History

- 2.3.1 There is extensive planning history linked to this Site ranging from 1976 to 2017. From reviewing the

Vale of Glamorgan Council's available online public access records, the table below depicts the planning history associated with the Site.

Table 2.1: Planning History of Site

Planning Application	Address	Proposal	Decision
1976/00281/FUL	Thurston Nurseries and OS plot 3659 and Part OS 0943, Dinas Powys	Proposed to develop the site for 265 dwellings including roadworks, drainage etc and the provision of 2 public open spaces	Approved
1989/01067/REG4	Fields south of Southra Park, off Cardiff Road, Dinas Powys	Playing fields	Approved
1992/00555/REG3	Land at Dinas Powys, O.S. parcel nos. 0943, 1634, 1630, 2634 and 2041	Change of use to recreational open space (Regulation 3)	Approved
1994/00439/REG3	Parc Bryn-y-Don, Dinas Powys	Provision of temporary changing accommodation to enable use of playing fields prior to construction of permanent facilities	Approved
1999/01005/PNA	Field Nos. 7017, 7700 and 9208, Cardiff Road, Barry	Reinstatement of previous municipal tip	Refused
1999/01403/FUL	Previous Municipal Tip, Cardiff Road, Biglis, Barry	Farm access track to skirt previous tip area	Refused
2008/00772/FUL	Skate Park at Bryn-y-Don Playing Fields, Dinas Powys	Steel cabin to be used for youth initiatives on the site	Approved
2010/00386/FUL	Land at Cog Moors, Cardiff Road, Dinas Powys	Retention of engineering works which include the raising of the ground levels by deposit of recycled stone and tarmac plainings. Erection of a barn for hay storage and horses feed and flooding offset works by	Refused

Planning Application	Address	Proposal	Decision
		reduction of the ground levels on land	
2011/00177/FUL	Land at Cog Moors, Cardiff Road, Dinas Powys,	Erection of hay barn, together with provision of storage areas for polythene wrapped hay bales and corral for horses to facilitate loading and unloading and use as a feeding area during extreme weather conditions and retention of historic tipping and alterations to access	Approved
2013/00172/SC1	Biglis Farm, Sully	Proposed wind turbines, Decision: Environmental Impact Assessment (Screening)	Required
2013/00479/SC2	Land at Biglis Farm, Barry	Proposed wind turbines, Decision: EIA (Scoping)	Further info required
2015/00775/FUL	Cog Moors, Dinas Powys	Timber Barn	Withdrawn
2015/01335/FUL	Farmland adjacent to A4231 Barry Docks Link Road, A4055 Cardiff Road and B4267 Sully Moors Road, Barry	Proposed underground cable linking approved Biglis Solar Farm (application 2015/00573/FUL) to WPD substation on Sully Moors Road. Cable length approximately 916m	Approved
2017/01203/FU	Cog Moors Wastewater Treatment Works, Cardiff Road	Change of use of land as an extension to the existing wastewater treatment works site and to the compensatory dormouse habitat and for the construction of an Advanced Anaerobic Digestion (AAD) Plant, together with associated landscaping and mitigation measures and the formation of a temporary construction compound at Cog Moors	Approved

Planning Application	Address	Proposal	Decision
		Wastewater Treatment Works (WwTW)	
2017/01203/1/NMA	Cog Moors Wastewater Treatment Works, Cardiff Road	Non-material Amendment- Refined the detailed design of the proposed development. Planning Ref: 2017/01203/FUL	Approved

2.4 Proposed Development

2.4.1 The Proposed Development, consisting of a shared footway and cycleway from Biglis to Dinas Powys, and will include the following works:

- **Dedicated cycle lanes:** Separate lanes for cyclists to provide a safe space from cars.
- **Pathways:** Pedestrian and cycle path creation through widening of existing paths.
- **Pedestrian crossings:** Safe crossing points for pedestrians at key intersections and crossings along the route, as well as the provision of tactile.
- **Signage and markings:** Clear signage, road markings, and signals to guide cyclists and pedestrians along the route.
- **Lighting:** Adequate lighting along the route to improve visibility, especially during darker hours.
- **Accessibility:** Ensuring the route is accessible for users of all abilities, including those with disabilities.
- **Pedestrian footbridge:** a new pedestrian/cycle footbridge is provided crossing Cadoxton River.
- **Means of enclosure:** Across the length of the ATR, the erection of a 1.2m high 3 timber post and rail Fencing will be in place with 0.9m bollards located at Heol-Y-Frenhines.

2.4.2 In order to comply with the requirements of the Active Travel (Wales) Act 2021, the shared footway and cycleway proposes:

- A 4m wide active travel route along the section passing within the fields adjacent to Cardiff Road.
- A minimum 3m wide shared footway/ cycleway width on primary routes (namely along the adopted highway), with a 0.5m verge width for routes with speed limits up to 40mph.
- The requirement for an increased verge width up to 1.5m and shared footway/cycleway up to 3m wide requires the removal of existing trees and vegetation. It will also require potential land purchase, earthworks, along with the widening and altering of the existing highway embankment.

2.4.3 As presented in the General Arrangements Plans (Ref. 10058585-ARC-XX-010-DR-C-00001 Overview and Sheets 1 to 9), the proposal will extend over an approximate length of 2.7km between Biglis roundabout to St Cadoc’s Avenue.

- 2.4.4 In terms of proposed landscaping, existing vegetation will be retained, where possible. The landscape design seeks to complement the ATR with native species vegetation planting, providing visual mitigation and screening of proposed embankments, hard landscape works and lighting. Woodland and hedgerow planting is proposed adjacent to the Proposed Development to integrate the scheme into the surrounding landscape. Species will be a native mix of local provenance, including *prunus spinosa*, *Quercus palustris*, *acer campestre*, *Crataegus laevigata*. Seeding of species-rich grassland to verges and areas of embankment to provide additional habitat for pollinators. All areas of hard landscape have been designed such that they are consistent with adjoining areas of existing highway infrastructure including tactile paving.
- 2.4.5 These infrastructure improvements will promote the proposed route as a sustainable mode of transportation, prioritise safety, and create a user-friendly environment that will encourage walking and cycling as a viable transport option between Biglis and Dinas Powys

3 Planning Policy Framework

3.1 Introduction

- 3.1.1 This Chapter sets out the relevant planning policy framework for the Proposed Development. The purpose of the Chapter is to summarise key policies that are pertinent to the determination of the application. The assessment focuses on the compliance of the Proposed Development in relation to planning policy at a national and local level.
- 3.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 3.1.3 The Development Plan material to the proposed Development is provided by the VoG Local Development Plan (Adopted 2017). Other material planning policy considerations include national planning policy, in addition to VoGC's Supplementary Planning Guidance (SPG). The Council are currently undertaking a local development plan review and are preparing the 'Replacement Local Development Plan' (RLDP) to replace the current LDP. The Plan is currently at the Pre-Deposit Preparation and Participation stage and given its preparation, is not referred to further in the context of this application.
- 3.1.4 At a national level, Planning Policy Wales (PPW) 12th Edition (Welsh Government, February 2024) provides relevant planning guidance informed by the Well Being Future Generations Act 2015 (Welsh Government), together with the National Development Framework: Future Wales – The National Plan 2040 (Welsh Government, February 2021). The content of national guidance must be taken into account by local planning authorities when deciding planning applications.
- 3.1.5 The Active Travel (Wales) Act 2013 (Welsh Government), mandates local authorities to enhance infrastructure for pedestrians and cyclists, aiming to promote active travel as the preferred option for short journeys. The Act targets linking key locations with safe routes and cycle lanes to encourage walking and cycling, leading to health benefits, reduced emissions, poverty alleviation, and sustainable economic growth in Wales.
- 3.1.6 General Development Permitted Rights (GDPO) are also relevant to proposals of this nature as there are certain Permitted Development Rights to be enjoyed by the Highways Authority under Class A, Part 13 of the Town and Country Planning (General Permitted Development) Order 1995, as amended (the "Order") (GDPO). The same provisions are also available under the Highways Act 1980 (with the agreement of the Highways Authority) as a large section of the route is located on land within the highway limits.

3.2 National (Wales) Planning Policy

- 3.2.1 The planning system in Wales is a devolved responsibility of the Welsh Government. Local planning authorities are required to take decisions in accordance with their Development Plan unless material circumstances indicate otherwise. National planning policy is a key material consideration for local planning authorities.

National Development Framework: Future Wales – The National Plan 2040

- 3.2.2 The National Development Framework (NDF): Future Wales – The National Plan 2040 comprises the national land use plan covering 2020 to 2040 in Wales, required under the provisions of the Planning (Wales) Act 2015. The national spatial plan was formally adopted in February 2021. The plan outlines a strategy for addressing key national priorities using the planning system, including sustaining and developing a vibrant economy, reducing carbon emissions and climate change risk, and improving our communities' health and well-being.

The Well Being of Future Generations (Wales) Act 2015

- 3.2.3 The Well-being of Future Generations Act (Wales) 2015 places a duty on local planning authorities to take reasonable steps in exercising their functions in meeting sustainable development (or wellbeing) objectives. It was enacted to improve the social, economic, environmental, and cultural well-being of Wales. The Act sets out seven well-being goals to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Active Travel (Wales) Act 2013

- 3.2.4 The Act aims to make active travel the most attractive option for shorter journeys and to connect key sites such as workplaces, hospitals, schools and shopping areas with traffic free routes and cycle lanes. The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:
- More people can experience the health benefits of active travel.
 - Greenhouse gas emissions are reduced.
 - Poverty is addressed and help is provided for the disadvantaged.
 - The economy is grown by unlocking sustainable economic growth.

Planning Policy Wales Edition 12 (February 2024)

- 3.2.5 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs) and Welsh Government Circulars, which together with PPW provide the national planning policy framework for Wales. National guidance contained within PPW emphasises the need to encourage and prioritise the use of well-designed and safe active travel routes, using legal agreements where appropriate. The Active Travel Act (2013) emphasises the statutory responsibility the planning system has on supporting the delivery of Active Travel infrastructure and that the provision of ATRs align with the policy guidance set-out in PPW.
- 3.2.6 In respect to Accessibility, Paragraph 3.49 states that '*Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport*'.
- 3.2.7 In respect of infrastructure provision, Paragraph 3.61 identifies that '*adequate and efficient infrastructure, including services such as education and health facilities along with transport, water supply, sewers, sustainable waste management, electricity and gas (the utilities) and telecommunications, is crucial for economic, social and environmental sustainability. It underpins economic competitiveness and opportunities for households and businesses to achieve socially and environmentally desirable ways of living and working*'.

- 3.2.8 Furthermore, Paragraph 4.1.11 highlights the Welsh Government's aim to promote sustainable and environmentally conscious transport that is accessible *'by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established'*.
- 3.2.9 To expand further upon requirements within The Active Travel (Wales) Act 2013, Paragraph 4.1.31 requires *'Planning authorities (to) support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle'*. Furthermore, Paragraph 4.1.33 discusses that *'as part of the selection of future development sites, priority should be given to sites which can be readily connected to existing active travel routes or future networks'*.
- 3.2.10 Paragraph 4.1.33 highlights that *'Development plans must identify and safeguard active travel routes and networks, including those identified in the Integrated Network Maps required by the Active Travel Act, and support their delivery. As part of the selection of future development sites, priority should be given to sites which can be readily connected to existing active travel routes or future networks. New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes'*.
- 3.2.11 PPW continues by emphasising that *'In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act' (Paragraph 4.1.34)*.
- 3.2.12 In addition to the above, The Environment (Wales) Act 2016, provides a context for the delivery of multi-functional green infrastructure, advising that its protection and provision can make a significant contribution to the sustainable management of natural resources, and in particular to protecting, maintaining and enhancing biodiversity and the resilience of ecosystems in terms of the diversity within and connections between ecosystems and the extent and condition of these ecosystems, so that they are better able to resist, recover from and adapt to pressures.
- 3.2.13 A Green Infrastructure Statement is required for all planning applications, proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach has been applied.

3.3 Local Planning Policy

The Vale of Glamorgan Local Development Plan 2011 – 2026 (June 2017)

- 3.3.1 The adopted LDP contains the following policy framework of relevance to this application:

Policy SP1 - Delivering the Strategy

'The strategy will seek to improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets. This will be achieved by:

- 1. Providing a range and choice of housing to meet the needs of all sectors of the community;*
- 2. Promoting a range of employment sites intended to meet the needs of the Vale of Glamorgan and the wider capital region;*
- 3. Reinforcing the role of Barry, service centre settlements and primary settlements as providers of cultural, commercial and community services;*
- 4. Promoting sustainable transport;*
- 5. Delivering key infrastructure linked to the impacts of development;*
- 6. Protecting and enhancing the built, natural and coastal environment;*
- 7 Promoting opportunities for sustainable tourism and recreation; and*
- 8. Favouring development that promotes healthy living'.*

Policy SP7 - Transportation

'Sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives of the South East Wales Regional Transport Plan and the Local Transport Plan will be favoured. Key priorities for the delivery of strategic transportation infrastructure will be:

- 1. A new Barry Island Link Road;*
- 2. A new northern access road at St Athan enterprise zone;*
- 3. Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile lane);*
- 4. Improvements to the B4265 at Gileston – Old Mill;*
- 5. Modernisation of the valley lines;*
- 6. The National Cycle Network route 88;*
- 7. Cycle routes at:*
 - A4050 Culverhouse to Cardiff airport;*
 - A48 Culverhouse Cross to Bridgend via Cowbridge; and*
 - Barry waterfront to Dinas Powys*
- 8. Bus park and ride at Cosmeston, Penarth*
- 9. Bus priority measures at:*
 - A4050 Culverhouse to Cardiff airport;*
 - A48 Culverhouse Cross to Bridgend via Cowbridge;*
 - Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road;*
 - Leckwith Road, Llandough to Cardiff; and*
 - Lavernock Road to Cardiff via the Barrage*

Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.

All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network'.

Policy MG16 – Transport Proposals

Walking and Cycling

1. *National Cycle Network Route 88 and associated local urban and rural connections #.*
2. *A4050 Port Road to Cardiff Airport.*
3. *A48 Culverhouse Cross to Bridgend.*
4. *Eglwys Brewis Road in conjunction with the proposed Northern Access Road, St Athan Enterprise Zone.*
5. *Barry waterfront to Dinas Powys.*

Highway Improvement Works

In addition, to mitigate the impact of development on the highway network, highway improvement works in the form of corridor or junction improvement schemes will be required'.

Policy MD1 Location of New Development

'New development on unallocated sites should:

1. *Have no unacceptable impact on the countryside;*
2. *Reinforce the role and function of the key settlement of Barry, the service centre settlements, primary settlements or minor rural settlements as key providers of commercial, community and healthcare facilities;*
3. *Where appropriate promote new enterprises, tourism, leisure and community facilities in the Vale of Glamorgan;*
4. *In the case of residential development, support the delivery of affordable housing in areas of identified need;*
5. *Have access to or promote the use of sustainable modes of transport;*
6. *Benefit from existing infrastructure provision or where necessary make provision for new infrastructure without any unacceptable effect on the natural or built environment;*
7. *Where possible promote sustainable construction and make beneficial use of previously developed land and buildings;*
8. *Provide a positive context for the management of the water environment by avoiding areas of flood risk in accordance with the sequential approach set out in national policy and safeguard water resources; and*
9. *Have no unacceptable impact on the best and most versatile agricultural land'.*

Policy MD2 - Design of New Development

'In order to create high quality, healthy, sustainable and locally distinct places development proposals should:

1. *Be of a high standard of design that positively contributes to the context and character of the surrounding natural and built environment and protects existing features of townscape or landscape interest;*
2. *Respond appropriately to the local context and character of neighbouring buildings and uses in terms of use, type, form, scale, mix, and density;*
3. *Where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres, major routes and junctions;*
4. *Promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour. In the case of retail centres, developments should provide active street frontages to create attractive and safe urban environments;*

5. *Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users;*
6. *Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree;*
7. *Where appropriate, conserve and enhance the quality of, and access to, existing open spaces and community facilities;*
8. *Safeguard existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance;*
9. *Provide public open space, private amenity space and car parking in accordance with the council's standards;*
10. *Incorporate sensitive landscaping, including the retention and enhancement where appropriate of existing landscape features and biodiversity interests;*
11. *Provide adequate facilities and space for the collection, composting and recycling of waste materials and explore opportunities to incorporate re-used or recyclable materials or products into new buildings or structures; and*
12. *Mitigate the causes of climate change by minimising carbon and other greenhouse gas emissions associated with their design, construction, use and eventual demolition, and include features that provide effective adaptation to, and resilience against, the current and predicted future effects of climate change'.*

Policy MD7 – Environmental Protection

'Development proposals will be required to demonstrate they will not result in an unacceptable impact on people, residential amenity, property and / or the natural environment from either:

1. *Pollution of land, surface water, ground water and the air;*
2. *Land contamination;*
3. *Hazardous substances;*
4. *Noise, vibration, odour nuisance and light pollution;*
5. *Flood risk and consequences;*
6. *Coastal erosion or land stability;*
7. *The loss of the best and most versatile agricultural land; or*
8. *Any other identified risk to public health and safety.*

Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level. Planning conditions may be imposed or legal obligation entered into, to secure any necessary mitigation and monitoring processes.

In respect of flood risk, new developments will be expected to avoid unnecessary flood risk and meet the requirements of TAN15. No highly vulnerable development will be permitted within Development Advice Map (DAM) zone C2. Development will only be permitted in areas at risk of flooding where it can be demonstrated that the site can comply with the justification and assessment requirements set out in TAN15'.

Policy MD9 - Promoting Biodiversity

'New development proposals will be required to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that:

1. *The need for the development clearly outweighs the biodiversity value of the site; and*
2. *The impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes.'*

The Vale of Glamorgan adopted Supplementary Planning Documents

3.3.2 The VoG Supplementary Planning Guidance of relevance to the proposals includes:-

- **Biodiversity and Development SPG (April 2018)** - The Biodiversity and Development SPG has been prepared to provide guidance on how biodiversity in the Vale of Glamorgan will be conserved and enhanced throughout the planning and development process. Where there is a reasonable likelihood for a development to impact on a wildlife feature, specific biodiversity surveys will need to be undertaken and provided in support of any planning application. The survey information provided should be necessary, relevant and if an ecological survey is required it will need to be undertaken and incorporated into the early stages of the project proportionate to the development and sufficient to enable the determination of the application;
- **Trees, Woodlands, Hedgerows and Development SPG (July 2018)** - The Trees, Woodlands, Hedgerows and Development SPG has been prepared to provide guidance to homeowners, landowners, contractors, developers and other interested parties involved in the planning process on how to fully consider trees and hedgerows as part of new development.

3.4 General Permitted Development Order

3.4.1 The following sections of the General Permitted Development Order (GPDO) 1995 (as amended) and Highways Act 2008 are relevant to the scheme proposals. GPDO Class A Part 13: Development By Local Highway Authorities.

Highways Act 1980: Section 72

3.4.2 Section 72 grants the Highway Authority powers to widen any highway for which they are the Highway Authority and may for that purpose agree with a person having power in that behalf for the dedication of adjoining land as part of a highway.

3.4.3 The section further grants Council's alike power for the creation of a new footpath or the widening of an existing footpath under Section 26. References to the creation of footpaths in those sections should be interpreted accordingly.

Highways Act 1980: Section 75

3.4.4 Section 75 grants the Highway Authority the ability to vary the relative widths of carriageways and of any footway.

3.4.5 It is considered that under the provisions of Class A, Part 13 the proposed intersection from Cardiff Road to the turning towards Cog Moors WwTWs up to the point of connection to Parc Bryn-y-Don and from Heol Y Frenhines to St Cadocs Avenue (in the accompanying drawings Ref.10058585-ARC-XX-010-DR-C-00011-P01,10058585-ARC-XX-010-DR-C-00012-P01and 10058585-ARC-XX-010-DR-C-00013-P01 (Sheets 7 – 9)) can be undertaken via Permitted Development Rights owing to the works being carried out by the VOG, within the confines of the adopted highway limits. It is important to note that the VOG has the option of doing these works under the relevant section of the Highways Act in tandem.

4 Planning Assessment

- 4.1.1 This Chapter appraises the Proposed Development having regard to the Adopted LDP policies as well other material considerations, including national planning policy contained within PPW.
- 4.1.2 The main issues against which the Proposed Development has been assessed are considered under the individual topic headings below:

4.2 Principle of Development

- 4.2.1 The Proposed Development provides a pathway designed for sustainable transport based on walking and cycling. These routes are provided to encourage physical activity, reduce car dependency, and promote a healthier lifestyle, all of which support sustainable and healthy modes of transportation. Policy SP1 of the Adopted LDP seeks to concentrate the majority of growth in the Key Service Centre and Primary Settlements in order to maximise the opportunities for sustainable regeneration, thereby favouring new local service provision and encouraging the use of sustainable travel modes.
- 4.2.2 Policies SP7(5) and MG16(7), identify the application site as a 'Priority Walking and Cycle Route'. The supporting text to Policy MG16 highlights:

'Barry Waterfront to Dinas Powys is identified as a major strategic transport corridor connecting the settlement of Barry to Cardiff. Currently there are no walking and cycling facilities linking the Waterfront to Dinas Powys between the Biglis Roundabout on the outskirts of Barry to Dinas Powys on the corridor to Cardiff.'

- 4.2.3 National guidance contained within PPW emphasises the need to encourage and prioritise the use of well-designed and safe active travel routes, using legal agreements where appropriate. The Active Travel Act (2013) emphasises the statutory responsibility the planning system has on supporting the delivery of Active Travel infrastructure, the provision of the proposed ATR route aligns with national policy guidance and legislation.
- 4.2.4 National planning policy clearly endorses the concept of sustainable development through the provision of ATRs. Delivery is obligated through local authorities ensuring that development proposals prioritise access and movement by walking and cycling through appropriately designed infrastructure.
- 4.2.5 The proposed ATR connecting Biglis to Dinas Powys aims to enhance sustainable travel options, benefiting the local area and addressing future infrastructure needs effectively. This aligns with the Strategic Aim of the Local Plan which support the establishment of an ATR in encouraging sustainable travel modes and is allocated as a priority site for an ATR under Policy SP7 in the adopted LDP. As a result, the proposal is deemed acceptable in principle and complies with local planning policies SP1, SP7 and MG16, as well as national planning policy.
- 4.2.6 Issues relating to the impacts of the Proposed Development in terms of landscape, accessibility, biodiversity, local amenity, best most versatile land and flood risk matters are considered against other plan policies below.

4.3 Biodiversity

- 4.3.1 Local Plan Policy MD9 states that new development proposals are required to conserve and where appropriate enhance biodiversity interests unless certain criteria are met. Section 6.4 of PPW advises that all development must deliver a net benefit for biodiversity and ecosystem resilience from the baseline state. PPW goes on to say that all reasonable steps should be taken to maintain and enhance biodiversity and promote the resilience of ecosystems, however these should be balanced with the wider economic and social needs of business and local communities.
- 4.3.2 An Ecological Impact Assessment (EclA) has been prepared to accompany the application submission, in tandem with a number of surveys and assessments to evaluate the potential impacts of the proposed development on the surrounding environment from an ecological perspective. The additional ecological surveys include a Preliminary Ecological Appraisal (PEA), Water Vole and Otter, Badger Survey Report, Hazel Dormouse Survey, and Bat Roost Assessment which also accompany the planning application submission.
- 4.3.3 An initial Phase 1 Habitat Survey was undertaken in 2022 to assess and map habitats within the site (red line boundary) and included an assessment of habitat in relation to its condition to support protected / notable species. Further survey work for badgers, bats, water vole, otter and hazel dormouse was undertaken over the appropriate survey windows in 2023 and great crested newt in 2024 to ensure sufficient baseline results were recorded to inform an impact assessment in line with CIEEM guidelines for an EclA. A walkover was completed in July 2024 to ensure no change in conditions had occurred on site that would affect the validity of the survey results, no significant changes were noted.
- 4.3.4 The July 2024 walkover survey work identified the potential for loss of habitat of principal importance (woodland), potential for damage to habitat of principal importance, and potential for harm to reptiles, amphibians, birds, bats, badger, dormouse, and hedgehog due to construction of the proposed development. The EclA found that the following ecological features require further consideration in view of their potential for significant effects from construction and/or operation. The following proposed mitigation is identified:
- **Non-Statutory Designated Sites:** Pwll Erw-Naw Site of Importance to Nature Conservation is adjacent to the site, no direct impact is had but there could be an indirect impact to its designating feature (great crested newt) which will be mitigated by sensitive vegetation clearance detailed in an ecological working method statement. Measures include sensitive vegetation clearance to protect great crested newts and pollution prevention plan to be detailed in the CEMP.
 - **Habitats:** Creation of new habitats to offset losses, along with a pollution event to affect the Cadoxton Brook during construction works will be mitigated for through the implementation of a pollution prevention plan.
 - **Reptiles, amphibians, and hedgehogs:** Sensitive vegetation clearance to protect these species via method statements.
 - **Birds:** Avoiding works during nesting bird season, conducting checks, and implementing buffers if nests are found.
 - **Bats:** Installing bat boxes, implementing a sensitive lighting scheme, and protecting roosting sites.
 - **Badger and otter:** Conducting pre-construction checks, implementing working method statements, and using sensitive lighting to minimise impacts.
 - **Water vole:** Protecting water vole burrows, implementing a pollution prevention plan, and

ensuring habitat access.

- **Dormouse:** a single dormouse nest was found and population density is low. Taking care during vegetation clearance which should be timed

- 4.3.5 The above mitigation measures have been proposed to address the potential impacts on these ecological features, aiming to minimise disturbances and ensure the protection and conservation of wildlife during and after the development process. In addition, the proposed landscape planting will reinforce east-west connectivity especially south of the Cardiff Road, the A4055. The planting will provide replacement foraging habitat for birds, bats, badger, dormouse, hedgehog, reptiles and common amphibians. Removal of grazing along a section of Cadoxton Brook may encourage water vole dispersal further north; east-west connectivity will be re-enforced through planting and any north-south connectivity fragmentation will be minor (<4m wide) and short – moderate term (canopy allowed to connect).
- 4.3.6 Once the landscape planting is established, it is considered that, in combination with the benefits to air quality and climate change from providing improved non-car transport options in the Dinas Powys area and increased flood resilience that there will be an overall net benefit for biodiversity if all the mitigation is followed, including a sensitive lighting scheme to retain dark corridors for nocturnal species.
- 4.3.7 Policy MD9 requires new development proposals to conserve and where appropriate enhance biodiversity interests unless it can be demonstrated that the impacts of the development can be satisfactorily mitigated and acceptably managed through appropriate future management regimes. The Proposed Development provides mitigation for both conserving and enhancing the biodiversity interests at the site, in compliance with the policy requirement.
- 4.3.8 Therefore, subject to the implementation of the mitigation measures out above, no significant effects on ecology and biodiversity are anticipated for the construction and operational phases of the Proposed Development.
- 4.3.9 As there are no nationally or locally designated sites of nature conservation importance affecting the application site, the proposal is considered to comply with Policies MD1 and MD7 of the Adopted LDP.

4.4 Green Infrastructure

- 4.4.1 In line with recent policy changes to Chapter 6 of PPW, the planning application submission has been supported by a Green Infrastructure Statement.
- 4.4.2 The Proposed Development has been designed in line with PPW identifying important local character features as a starting point for the Green Infrastructure elements and incorporating these into the Proposed Development. Accordingly, the scheme design has considered maintaining the largest possible area of existing habitat paying due regard to the potential for continued long term maintenance and management of retained areas to benefit biodiversity. The proposals ensure that retained habitats continue to be well connected to adjacent habitats to provide connectivity for key species and ensuring that the favourable conservation status of local species populations is maintained.
- 4.4.3 Given the importance and influence of local landscape character and existing Green Infrastructure

assets, careful planning and design has informed an appropriate level of Green Infrastructure which embeds the benefits of biodiversity. The proposal includes enhancing the existing habitats via the following means:

- Ensuring that wildlife corridors are maintained and created and that any new planting is designed to be beneficial to wildlife;
- Incorporation of a sensitive lighting strategy to be considered in the design;
- Tree replacement and new tree planting, where feasible;
- Installation of invertebrate hotels, bird and bat boxes in trees to provide additional refuge sites for these species groups;
- The creation of habitat piles to provide refuge for reptiles, amphibians and hedgehogs.

4.4.4 The proposed species have been selected in consideration of existing key ecological species and invertebrate in the area, such as planting to enhance habitats suitable for foraging hedgehog, polecat and harvest mouse and vegetation which is suitable for the locality in consideration of soil type and the ability to create a very diverse range of habitats across the site.

4.4.5 In line with national guidance, the proposal has followed the stepwise approach in its mitigation and management of enhancing biodiversity. The scale of the Proposed Development has been limited to that which is functionally necessary for the proposed works. Due to the distance away from the application site, there are not considered to be any adverse effects on the character and setting of nearby SSSI and SINC. The landscape proposals will reinforce locally distinctive habitats and species through the inclusion of:

- Proposed native hedgerow mix includes *Acer campestre* (Field Maple), *Prunus spinosa* (Blackthorn) and *Crataegus monogyna* (Hawthorn);
- Proposed native woodland mix includes native species comprising *Quercus robur* (English Oak), *Corylus avellana* (Hazel) and *Salix caprea* (Goat Willow);
- Specimen trees include species such as *Betula pendula* (Silver birch), *Sorbus aucuparia* (Rowan) and *Prunus padus* (Bird Cherry);
- A series of grass mixes including Strong Lawn Grass Mixture (Emosgate EG22) for verges, Basic General Purpose Meadow Mixture (EM1) for general meadow areas and Hedgerow Mixture (EH1) for shaded areas.

4.4.6 Given the importance of the local landscape character and existing Green Infrastructure assets, careful planning and design has informed an appropriate level of Green Infrastructure, described above. This reinforces both the aesthetic and functional aspects of the surrounding landscape but also contribute significantly to the preservation and restoration of the natural ecosystems. By incorporating these key design principles, a balanced coexistence between the Proposed Development and the environment aspects of the site is achieved. As such, the proposal accords with Policies SP1, MD1, MG17 of the adopted LDP, as well as the updated PPW.

4.5 Landscaping and Trees

4.5.1 The application is supported by a Landscape and Visual Impact Assessment (LVIA) and landscaping strategy. In addition to the above, an Arboricultural Report covering a Tree Survey, an Arboricultural Impact Assessment (AIA) and Method Statement has been prepared in support of the application, which has informed the proposed site layout, design and landscape scheme.

- 4.5.2 The Tree Survey has identified those trees that are to be removed as part of the proposals. Of those trees being removed, the survey concludes the removal of two low-quality common ash trees (*Fraxinus excelsior*) and four low-quality mixed-broadleaved wooded areas, and two low-quality mixed broadleaf tree groups. The majority of trees required for removal have been identified as being low quality features for removal to facilitate the Proposed Development. The report terms these as low quality as those with no particular arboricultural merits, presenting few visual, conservation, or cultural benefits. They may have life expectancies that exceed ten years but are generally insufficiently aged or unique to limit opportunities for compensation. The adverse impacts of tree removal will be slight and will be compensated for by the establishment of new trees at a minimum ratio of three replacement trees for each one removed.
- 4.5.3 The AIA concludes that the proposed development may have a adverse effect on the overall arboricultural baseline due to the need to remove some trees for construction. However, efforts will be made to mitigate these effects during detailed design and contractor engagement. Tree removals will be offset by planting new trees, resulting in a transitional period with an overall neutral effect once new planting is established.
- 4.5.4 In terms of the proposed landscaping planting strategy, it proposes a number of woodland planting (including *prunus spinosa*, *Quercus palustris*, *acer campestre*, *Crataegus laevigata*) around the perimeter of the site as well as along the proposed route, together with a native hedge mix. Further enhancement planting is provided by means of native planting of the development site by means of screening the proposals and also providing landscaping compensation.
- 4.5.5 The accompanying LVIA assesses how a Proposed Development would affect the landscape, visual character, and views of an area. The location of the ATR was predetermined as identified in the adopted Local Plan as a Priority Walking and Cycle Route, however it has been carefully designed in terms of minimising potential landscape and visual effects.
- 4.5.6 The utilisation of existing routes and the retention of existing vegetation wherever possible are key factors that have been incorporated into the design. Across the Proposed Development, efforts have been made to retain existing landscape features and vegetation, with only minor alterations made for access. The visual assessment shows that the proposal is likely to be visible from receptors to the east, particularly during construction phase. However, it is considered these impacts will be reduced considerably at year 1 of operation, following establishment of the proposed landscaping. In urban areas, visual effects are mostly limited to the construction phase, which is typically expected given the nature of the proposals. The Assessment concludes that the project will not have any significant long-term negative landscape or visual effects.
- 4.5.7 Whilst it is accepted that the proposal will be visible from wider viewpoints, the existing vegetation and proposed planting would serve to strengthen existing landscape characteristics, limit visibility of the Proposed Development, and integrate the proposals with the surrounding landscape and views. As such, the proposal accords with Policies SP1, MD1, MG87 and the guidance set out in the Council's adopted Trees, Woodlands, Hedgerows and Development SPG (July 2018).

4.6 Flood Risk and Drainage

- 4.6.1 The TAN15 Development Advice Map (DAM) shows that the site is located within Flood Zone C2 (within the extreme flood extent (1 in 1000 (0.1%) Annual Exceedance Probability) and without

significant flood defence infrastructure). The proposed scheme would come under the TAN15 'less vulnerable development' classification and, therefore, is an appropriate development type for this area. However, as the site is within Flood Zone C2, justification of its location is required, and an assessment made as to the acceptability of flood consequences.

- 4.6.2 The application has been supported by a Flood Consequence Assessment (FCA) to assess the potential for flood risk impacts associated with the Proposed Development, as the site is located within Flood Zone C2. The Assessment has been undertaken in line with national guidance contained within PPW and TAN15.
- 4.6.3 The Development Advice Map for the area shows that the southern part of the scheme lies within Flood Zone C2 (within the extreme flood extent (1 in 1000 (0.1%)) and without significant flood defence infrastructure). The northern extent of the scheme is located within Flood Zone C1 (within the extreme flood extent (1 in 1000 (0.1%)) and served by significant infrastructure, including flood defences.
- 4.6.4 The FCA highlights that the scheme is supported by the Welsh Government Active Travel (Wales) Act 2013, making it a legal requirement for local authorities to plan suitable active travel routes. The scheme therefore passes the justification test given its significance at both local and national level.
- 4.6.5 The FCA identifies that the only sources of flooding that pose a potential risk to the proposed development are tidal and fluvial. No other sources of flooding are considered to pose an onerous risk to the scheme. The scheme will result in a slight increase in impermeable land coverage which could result in an increase in surface water runoff. A surface water drainage strategy, detailed in a standalone report, has been developed to mitigate this. Detailed fluvial modelling has shown that the predicted frequency threshold of flooding is lower than the TAN15 recommended 1 in 100 (1%) plus climate change threshold for some areas of the route. The use of existing highway and the low-lying nature of some parts of the scheme location make it impractical to construct a totally flood free scheme.
- 4.6.6 With the exception of a short section of the route that is located along St Cadoc's Avenue, the maximum predicted flood depths along the route in the 1 in 1000 (0.1%) fluvial event are within the TAN15 maximum thresholds. In addition, the rate of rise of flood waters is predicted to be approximately 0.3 m / hour which, combined with the available egress to higher ground on the A4055, makes it possible to exit the scheme safely during an extreme event.
- 4.6.7 The modelling shows that the scheme would not be impacted by tidal flood modelling in events up to, and including, the 1 in 1000 (0.1%) scenario including sea level rise over the 75 year development lifetime. Therefore, in terms of the TAN15 criteria, the proposed development is found to be acceptable.
- 4.6.8 The modelling has demonstrated that the proposed scheme would have no significant third-party impacts and flood consequences are considered judged to be acceptable. Therefore, the proposed development is considered appropriate.
- 4.6.9 In light of the above assessment and modelling undertaken, it is considered that the proposed site would be acceptable, and the development would not increase flood risk to third parties. These measures are considered acceptable, in compliance with LDP Policy MD7 and the requirements of TAN15.

4.7 Accessibility and Highway Safety

- 4.7.1 Policy SP7 highlights that sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan will be favoured. The Proposed Development, constituting an ATR, seeks to advance the promotion of more sustainable means of travel within the local area, as identified by local planning policy. By providing a dedicated cycle and pedestrian route, this will encourage a shift away from car dependency towards more environmentally friendly modes of travel and the creation of healthy and active environments that will be accessible and safe. The implementation of this project demonstrates a commitment to sustainable travel and a forward-thinking approach to addressing the challenges of modern transportation through promoting sustainable transport.
- 4.7.2 In seeking to improve safety and accessibility for those using the new ATR, the Proposed Development is considered to comply with the requirements of Policies SP7 and MG16 of the adopted VoG LDP and PPW guidance.

4.8 Agricultural Land Classification

- 4.8.1 Paragraphs 3.58 and 3.59 of PPW set-out the overarching national policy framework with regards to the preservation of the finest and most adaptable agricultural land in Wales, commonly referred to as Best and Most Versatile (BMV) agricultural land. Grades 1 to 3a are defined as 'Best and Most Versatile' agricultural land. The Predictive Agricultural Land Classification (ALC) Map has shown that the southern section of the route (until Heol Y Frenhines) is sited on Grade 3a land, beyond this is urban areas.
- 4.8.2 In light of the predictive mapping, the application is supported by an Agricultural Land Classification Survey. The survey has concluded that the entire site is covered by Grade 3a BMV with two soils covering the application site – Compton Series with a small area of Hurcot Series. The Survey finds that given the minimal loss of agricultural land, the impact on the land and soils would be negligible given the site location within high river risk flooding. However, the survey recommends that to protect soil resources and ensure land required on a temporary basis can be returned to its preconstruction condition, a Soil Resources Survey should be undertaken to characterise soil attributes in order to inform the development of a Soil Management Plan and should be developed prior to construction commencement.
- 4.8.3 On the basis of the technical information provided with the application submission, the Proposed Development is therefore considered to meet the requirements of Policy MD1 and Policy MD7 of the adopted LDP and guidance contained within PPW as having no unacceptable impact on the 'Best and Most Versatile' agricultural land.

4.9 Other Consents

- 4.9.1 It is understood that the Drainage Strategy is currently being developed in consultation with the VoGCs SAB Department, whereby a separate application will be submitted to formally obtain SAB Approval by VoGCs drainage department.

5 Conclusions

- 5.1.1 Section 38(6) of the Planning and Compulsory Act 2004 requires that an application for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.1.2 Chapter 3 of this Planning Statement has identified the relevant policies from the statutory Development Plan, which comprises the VoG Councils' LDP, as well as the provisions contained within national guidance of relevance to the proposal. The development of ATR schemes is permissible within the Plan and is supported by national planning policy which encourages the use of existing and potential sites for improvements to walking and cycling networks.
- 5.1.3 The location of the proposed ATR is actively encouraged within the LDP and is supported in principle by National policy, it is therefore considered an acceptable form of development that raises no principal land use concerns.
- 5.1.4 The various technical assessments undertaken to support the application submission cover a range of key environmental issues. Those of relevance to the Proposed Development have been considered in the previous Chapter in relation to the planning policy framework provided by the Adopted LDP. The technical assessments have identified that the Proposed Development has no significant adverse effects on locally designated sites of biodiversity importance, or significant impacts in terms of landscape, accessibility, biodiversity, the best most versatile land or flood risk matters. Moreover, mitigation measures proposed are in accordance with the policy requirements, particularly in the enhancement of nature conservation interests within the site.
- 5.1.5 Having regard to the details submitted with this application submission, the Proposed Development is considered acceptable in planning terms and should be determined favourably in accordance with the adopted VoG LDP, as well as provisions contained within national guidance. The planning application and proposals contained herein should therefore be granted permission without delay.

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