

Submission of Evidence Form – National Development Framework

Name

Barry Town Council

Contact details

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7 Gladstone Road
Barry
Vale of Glamorgan
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Date

14th February 2017

Title of evidence

M4 – Airport Access Road

Summary of evidence

Barry Town Council seeks a new Access Road to Cardiff Wales Airport from the M4 Motorway at Pencoed. The Council considers that the road would give direct access to the motorway network for the growing economic base at St Athan and assist in the development of Cardiff Wales Airport. At the same time, it would help relieve the ever-increasing vehicular congestion in and around Barry by providing an alternative to the Capel Llanilltarn, Culverhouse Cross route. Whilst the Town Council is highly supportive of the improvements to A4050 (Port Road – Culverhouse Cross) and the A4226 (Five Mile Lane) concerns remain that there is no alternative for highway traffic other than through Culverhouse Cross and Barry.

The new Access Road proposed would use existing highway at Ruthin to join with the M4 near the St Mary's Golf Course and progress to Pentre Meyrick following the B4268 to a point of the previously proposed Llysworney Bypass. Construction of the bypass would be the only new road formation within the proposal. The remainder of the improvements would be along existing highways. All existing roads have either been upgraded where there were previous problems or are capable of further improvement without the loss of residential or employment sites.

The expansion of existing development opportunities adjacent to the line of the proposed interchange and road line offer the potential for the road to be largely self-financing. Options such as the expansion of the Llanilid development to the north of the motorway intersection, development at Llysworney between the existing village and the new bypass road line and Llandow Newydd offer further opportunities for financial contributions.

Further development opportunities along other parts of the road are likely to appear as detailed improvement for the road upgrade are developed. Development contribution via Section 106 payments and/or the Community Infrastructure Levy could be sought from these and other projects that would benefit from the improved access arrangements.

The Town Council considers that the new road would have the strategic, regional and local benefits. In addition, it believes that this proposal is consistent with the approach of the Unitary Local Authorities of South East Wales in their Regional Strategic Framework - Delivering a Future with Prosperity. The Cardiff Capital Region City Deal document recognises the importance of the area and identifies it is the largest city-region in Wales accounting for approximately 50% of the total economic output of the Welsh economy, 49% of total employment and over 38,000 active businesses. The agreement also recognises that there are also issues of connectivity across the region which makes it more difficult for people in Valley's communities to access economic opportunities. The proposal is also consistent with the commitments of the Cardiff Capital Region City Deal.

It is widely recognised that poor accessibility is a major constraint for the development of the Airport. The creation of this new route joining the Motorway at Pencoed would help relieve traffic pressures at existing junctions and would make the airport directly accessible to communities of central south Wales and West Wales at the same time as providing an alternative for traffic accessing the motorway locally.

Summary of key issues/conclusions

The Town Council seeks to validate the benefits of the new road proposal in terms of its significant contribution to:

Regional connectivity –

The South-East Wales Regional Strategic Framework put forward jointly by the Local Unitary Authorities of the area consider that “future growth opportunities will be greatly reduced unless the limitations of the existing public transport and highway infrastructure are addressed.” ... “The M4 plays a key strategic role in connecting South Wales with the rest of Europe, providing links to Ireland via the ports in South West Wales and England and mainland Europe to the east. It is a key east-west route being the main gateway into South Wales. Providing a facility for transporting goods, linking people to jobs and employment sites as well as serving the Wales tourism industry. The M4 is critical to the local South Wales economy”. ... “Within the Region, building on the benefits of rail electrification, the emerging priorities are reduced journey times and increased service frequency for north south journeys from the periphery to employment centres; increased capacity of the transport network to deal with demand and overcome pinch points; improve east west connectivity between key settlements; develop a transport system that caters for urban growth’ particularly in and around Cardiff; and increase the reach of the public transport network to places off the rail network. Many

of these aspirations have been packaged as the South Wales Metro. This will need to be supported by an effective International Airport and integrated ticketing, walking and cycling connections, co-location of interchange facilities, bus priority measures, network efficiencies, clear branding and publicity. It is essential to the economy of South Wales that these existing constraints are addressed.”

This road proposal would form an integral part of these plans by providing direct access between the emerging highly skilled employment opportunities of the coastal belt and the communities and potential manufacturing suppliers of Bridgend, the Valley areas and west Wales. It would also make the Airport more accessible to communities in the central parts of south east Wales and west Wales.

Employment and Wealth Creation –

Again, the South-East Wales Regional Strategic Framework put forward jointly by the Local Unitary Authorities of the area believe that “The identification and exploitation of growth clusters, supporting the real assets in our economic base will allow the region to build upon genuine strengths and generate opportunities for investment and further employment.” The construction of an alternative access to the M4 and the Bridgend/Valley areas at this location would create an interlock between the emerging businesses of the Enterprise Zone and the Aerospace activities at St Athan with the existing employment zones of Bridgend and the RCT Valley communities. West Wales employment areas would also be advantaged by better access to the new employment opportunities of the coastal strip and Cardiff Wales Airport. To conform with the Goals of the Well Being Act the road would be an important vehicular link that would make the highly skilled employment opportunities of coastal strip accessible to the communities of central east Wales and beyond.

Tourism Growth -

It is correctly the Welsh Government’s ambition that Cardiff Wales Airport has a strong and secure future and to achieve this it must be available to the maximum catchment area possible. This approach is supported by all local authorities and generally by all communities in the region. However, access to the site is a major deterrent for the development of increased passengers. The Welsh Government is actively seeking to develop improvements for road access and alternative modes of transport as is being progressed through major initiative like the City Deal. Unfortunately, perception continues to play a major part in people’s decision about travel modes and particularly when deciding about their method of holiday travel and if by air, where to depart from. At present access to Cardiff Wales Airport is poor for many of the potential passengers from within the south Wales region. This is particularly so for those from the Bridgend, western Valleys and west Wales. The Junction 33 - Culverhouse Cross – Barry route is considered a tortuous route that many avoid. The introduction of an alternative and more direct route for potential passengers from the west of Wales is likely to boost passenger footfall and encourage new operators to consider setting up at Rhoose.

Relieving local congestion –

Access to the M4 Motorway from areas in the Vale of Glamorgan is often via

“rat runs” through inappropriate country lanes that were never intended for such volumes of traffic. An improved route that overcomes these local issues, resolves the long-standing Bootle-neck at Llysworney, where lorries constantly cause problems for residents and at the same time services the expanding coastal strip must be seriously considered.

As stated earlier, whilst Barry Town Council is highly supportive of the improvements to A4050 (Port Road – Culverhouse Cross) and the A4226 (Five Mile Lane) concerns remain that there is no alternative for highway traffic other than through Culverhouse Cross and Barry. The option put forward in this submission provides an alternative that is likely to disperse vehicular traffic into the Vale of Glamorgan as well as offer a direct alternative for many travellers to the airport and other destination within the coastal strip.

Effective management of existing resources -

As stated above the expansion of existing development opportunities adjacent to the line of the proposed interchange and road line offer the potential for the road to be largely self-financing. Options such as the expansion of the Llanilid development to the north of the motorway intersection, development at Llysworney between the existing village and the new bypass road line and Llandow Newydd could offer opportunities for financial contributions. Further development opportunities along other parts of the road are likely to appear as detailed improvement for the road upgrade are developed. Development contribution via Section 106 payments and/or the Community Infrastructure Levy could be sought from these and other projects that would benefit from the improved access arrangements.

Why have you submitted this evidence?

Barry Town Council considers that this proposal has the potential to significantly improve access to Cardiff Wales Airport, the Enterprise Zone and the developing aerospace industries in and around at St Athan. The proposed new access route would improve links for residents of central south Wales and west Wales to gain direct access to Cardiff Wales Airport and offer a better direct link for companies in Bridgend, the western Valleys and West Wales to contribute to the growing economic base that will develop around St Athan and the Airport. **In addition, and importantly for Barry**, the proposal would offer an alternative access to the M4 thus helping to relieve the ever-increasing vehicular congestion along the Capel Llanilltern, Culverhouse Cross and Barry route. Whilst Barry Town Council is highly supportive of the improvements to local roads including the current and future works along the A4050 (Port Road – Culverhouse Cross) and the A4226 (Five Mile Lane), the Council is concerned that there remains only one major traffic access route into Barry and the significant developments planned to the southern Vale. As this route will need to continue to cope with the commuter traffic of the future (irrespective of the alternative options made available) it is essential that the level of congestion into the Culverhouse Cross area does not constrain the success of the future developments and the development of Barry. The opportunity for a road link to service the existing and growing employment

opportunities in Barry and the Coastal strip of the Vale is available at an affordable cost. An M4-Airport Access Road as proposed would benefit not only Cardiff, its hinterland and core settlements eastward along the M4 and but importantly the populations of central and west Wales.

Whilst an alternative via Pendoylan and Peterstone Moors to Junction 34 is possible it is not based on the improvement of existing roads and is likely to involve considerable engineering difficulties. Again, it would again concentrate congestion into an already overloaded section of the south Wales motorway network and would not benefit communities of central south or west Wales.

How should this evidence inform the development of the NDF?

The proposal offers an alternative highway option to service the airport and the coastal strip. It would not involve the loss or damage of residential properties or employment sites and could be largely self-financing by its facilitation of potential development sites near the road. Moreover, it would provide an alternative help disperse the ever-increasing traffic volumes in and around Cardiff.

How does this evidence and any actions it recommends help achieve the 7 well-being goals?

It is considered that the 7 goals of the Well-being of Future Generations (Wales) Act are met as follows:-

A prosperous Wales –

Direct access to the employment opportunities for communities and the existing businesses of Bridgend, the western Valleys and west Wales to the growing economic base of the coastal strip will be essential if the spread of wealth opportunities for the region is to be maximised.

Currently heavy goods transported by road struggle through inappropriate minor roads within the Vale or are required to take longer than necessary journeys along the M4 to access the coastal strip. An alternative route that assists local access as well as dispersing motorway traffic destined for the area will have major benefits for economic growth and employment opportunities.

A resilient Wales –

The road proposed does not involve significant land take and therefore whilst achieving its primary aim of improving access and economic benefit it can demonstrate ecological resilience.

A Healthier Wales –

Greater accessibility to employment opportunities for the wider region can only benefit the physical and mental well-being of those communities at the peripheries of the region.

A more equal Wales –

It is widely recognised that some of the communities in Bridgend, the western Valleys and west Wales have suffered from the economic decline of primary industries. Access to new job opportunities within the coastal strip offer real potential for the spread of wealth and general well-being.

A Wales of cohesive communities –

The promotion of this road proposal is to assist in the development of region that is safe, attractive, viable and has well-connected communities.

A Wales of vibrant culture and thriving Welsh language –

The Welsh Government by its intervention in the Airport recognises the importance of access of visitors to help maintain the nations heritage and with it our culture and language. Improved access to areas beyond Cardiff of paramount importance if this initiative id to be successful. This road proposal offers an access route for westward destinations.

A globally responsible Wales –

It is important to recognise that any action to improve the economic, social environmental and cultural well-being of Wales will have an impact on matter such as climate change. The principles behind this road proposal is to improve economic opportunities for the region at the same time as reducing the need to travel and travel times.

Why is the evidence of national significance?

Good access to Cardiff Wales Airport and the economic activities that will be generated from the St Athan Enterprise Zone and the emerging Aerospace industries of the coastal strip will have a significant impact on the growth of Wales. The Town Council strongly supports these improvements and wishes to see them happen in a way than does not cause harm to environment and residents of Barry.

Do you agree for your evidence to be made public? (Only evidence that can be made public will inform the development of the NDF)

Yes

Submission of Projects Form – National Development Framework

Name

Barry Town Council

Contact details

Emily Forbes – Town Clerk
7 Gladstone Road,
Barry
Vale of Glamorgan
Cf62 8NA

Date

14th February 2017

Interest in site

None

Details of landowner

Not known

Title of project

M4 – Airport Access Road

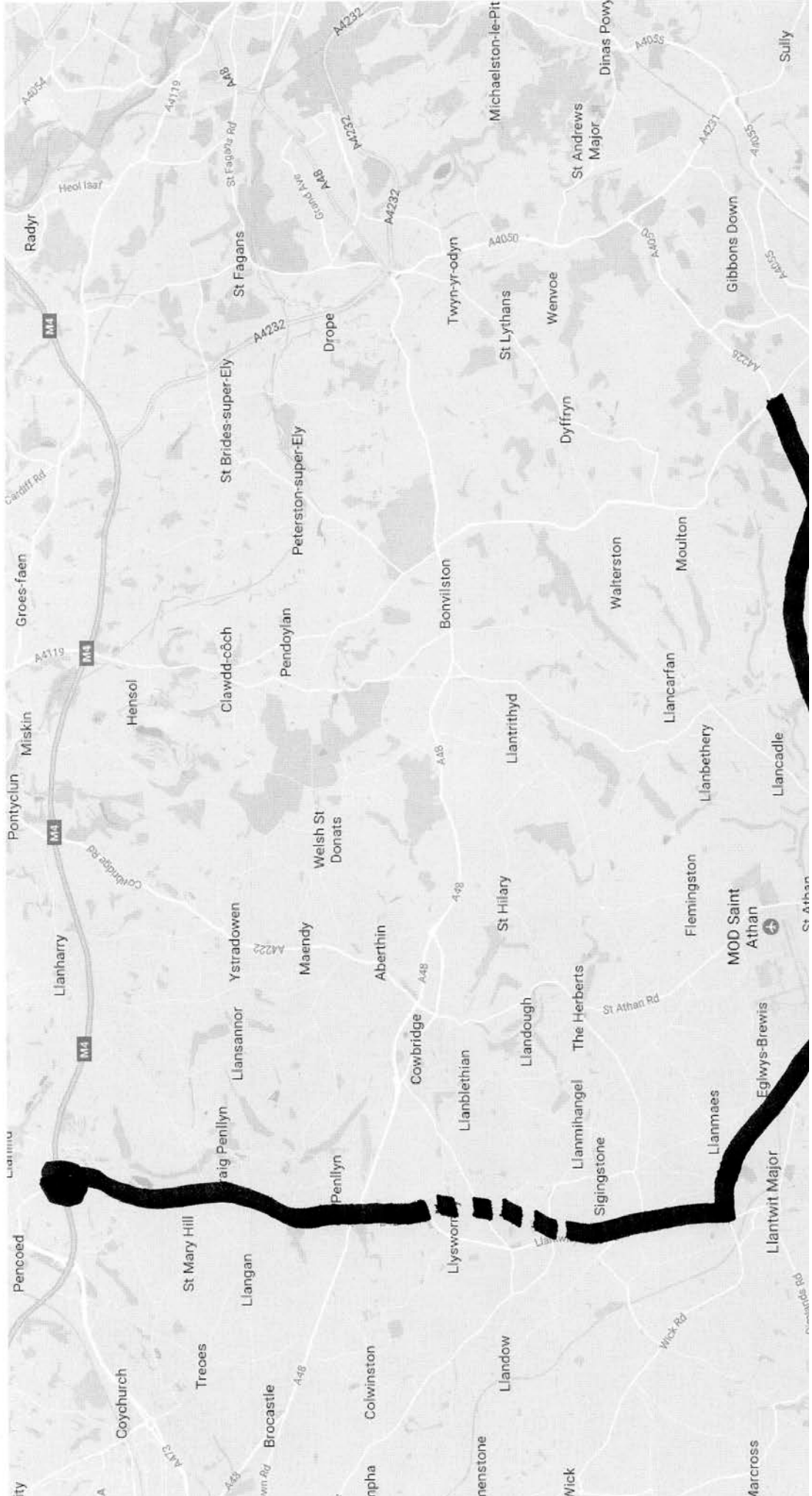
Summary of project

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Location of project (Please attach location map)

Map Enclosed

Google Maps



What consents are required?

New road proposals normally require significant permissions and land purchase. This proposal seeks to use existing highway routes and where land is proposed for a new road line, the proposal has been proposed by and is generally supported by the local community.

Consents already granted relevant to project

None

Public engagement to date

None

Has an environmental assessment been prepared? (Yes / No)

No

Are there any site designations or constraints affecting the site?

The majority of the road improvements would follow the line of existing highways along which no residential properties or employment uses would be displaced. The line of the bypass at Llysworney has been identified in past development plans and would cross agricultural land where no residential or employment uses would be displaced.

The Proposals Map and the Constraints Map of the recently considered Vale of Glamorgan Local Development Plan do not identify any proposed development sites or significant constraints that would impede the possible upgrade of the existing highway or the potential road-line of the Llysworney Bypass.

What is the delivery timescale for the project?

It is essential that complementary road infrastructure is planned as part of the overall transport infrastructure for south east Wales within a timescale that can have a meaningful impact for existing and future projects that will enhance the local economy. The project could be delivered within the 20year period of the National Development Framework

How would the project contribute to the delivery of the 7 well-being goals?

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Do you agree for your project and any supporting information to be made public? (Only projects and information that can be made public will inform the development of the NDF.)

Yes
