

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref: PET-03-227
Ein cyf/Our ref: DFM-05043-09

Sandy Mewies AM
Temporary Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

28 September 2009

Dea Sandy

Thank you for your letter of 15 June 2009 inviting my comments on the petition submitted by residents of Llanmaes village against aspects of the proposed St Athan development scheme. Please accept my apologies for the delay in responding to the Committee. However, I wanted to ensure that the Petitions Committee received a considered and detailed response to the points raised in the petition.

I should point out that the Ministry of Defence (MoD) is responsible for the housing element of the proposed development and I note that you have sought their comments. My response therefore deals with the issues connected with the proposed Northern Access Road.

Firstly, let me say that I do understand the concerns of local residents. The project partners – the Welsh Assembly Government, MoD and Metrix - are extremely sensitive to the potential impact of the proposed development at St Athan on the surrounding communities. Involving the community from the outset in the redevelopment of St Athan is a key project priority and the final plans have been shaped through consultation and communication with local people and community representatives.

An extensive programme of pre-planning public consultation on the proposals, involving public exhibitions, workshops (including one on transport), interest group events and public meetings, has been undertaken. These events began last summer and continued through to April this year. This process of community engagement included a public exhibition held last September in Llanmaes followed by two meetings with community councillors this year, one of which involved local residents, to listen to local concerns and to explain how the proposed route of the Northern Access Road has been developed.

As regards the new road proposal, traffic studies indicate that the redevelopment of MoD St Athan is expected to generate substantial levels of additional traffic, which will include heavy goods vehicles as well as private cars. It is therefore essential that the two developments – Defence Technical Academy (DTC) and Aerospace Business Park (ABP) – are accessed by roads of appropriate design, specification and construction, and that traffic congestion on the existing local road network and adverse environmental impacts in existing settlements are avoided as far as possible and mitigated where necessary. Detailed discussions have been held with the Vale of Glamorgan Council (in its capacity as local planning authority and highway authority) with a view to ensuring that these objectives are met. Given the size and nature of the development proposals, the creation of a high quality link to the existing classified network – in this case, route B4265 – is considered essential.

In considering the redevelopment of MoD St Athan, the Welsh Assembly Government investigated a number of options for accessing new development on the site. This culminated, in 2006, in the outline proposals contained in the *St Athan Development Brief*, which, following public consultation was approved by the Council and adopted as the basis for the determination of planning applications. The access proposals set out in the *St Athan Development Brief* included the construction of a new Northern Access Road, to run from a new junction on the B4265 and to serve as the principal access to both the DTC and the northern part of ABP; this new road was characterised in the report as a new “*direct and separate access onto the main road that bypasses both Llantwit Major and St Athan*”;

In considering access options, the project team has been guided by four basic principles:

- first, the necessity to maintain the national and local security of West Camp for the MoD;
- second, the requirement to deliver an enhanced ABP to accommodate the Welsh Assembly Government’s proposals;
- third, the necessity (strongly promoted by the Council) to avoid extraneous traffic passing through St Athan village; and
- fourth, safety aspects concerning airfield airside access and runway operation.

These four basic principles have been supplemented by other considerations, including those related to environmental, engineering, safety, etc factors.

As explained above, a range of access options were explored as follows:

- Access from the north
 - Northern Access Road
 - Eglwys Brewis Road
- Access from the south
 - Tunnel under the runway
 - Tunnel under the western end of the runway
 - Southern access east of the runway
- Access from the east
 - St Athan eastern bypass
 - St Athan inner bypass
- Access from the west
 - Access through West Camp.

With the exception of the last – access through West Camp – all these options were considered by the Welsh Assembly Government (or the WDA) in the period between 2003 – when negotiations commenced to acquire the site from the MoD – and 2009. The proposal for access through West Camp arose during public consultation, in March 2009, and was rejected after preliminary assessment for the reasons set out below.

Consideration of options: access from the north

At an early stage, consideration was given to whether access could be provided by means of upgrading Eglwys Brewis Road or building a new access road roughly parallel to it (the Northern Access Road). The upgrading of Eglwys Brewis Road was considered unacceptable, principally on environmental and construction phasing grounds

Consideration of options: access from the south

All three of these options include a new bridge over the railway; two also include a tunnel under the runway. Unlike the proposed Southern Access Road – which is intended to serve ABP South only – all three options would provide access to both DTC and ABP. The project partners have substantial concerns about the operation and effects of such an arrangement. The tunnel options have been dismissed on a number of grounds, including: construction, maintenance and operational issues; affordability; and security and public safety (tunnel under an operational runway). The construction of a new bridge over the railway could pose phasing difficulties, as it would need to be in place at an early stage to facilitate construction access and to serve the DTC development on opening. (This does not apply to the Southern Access Road to serve ABP South, as that access does not serve DTC and is not critical to its implementation and opening.)

Consideration of options: access from the east

Both options include an on-line improvement of and a new junction on the B4265, and multi-span bridges over the Rills Valley and St Johns Valley respectively. It is considered that both options would have significant environmental impacts. In addition, neither option provides access to ABP South and, hence, an additional access would be required for that, as would improvements to provide access to SFA sites.

Consideration of options: access from the west

It was suggested during public consultation that a new access be constructed from the B4265 from the west through West Camp, instead of the currently proposed Northern Access Road. Such a scheme would not obviate the necessity for the Southern Access Road.

An access through West Camp is technically feasible, but is unacceptable to MoD as it would prejudice national and local security, and the efficiency, viability and operation of the existing West Camp through adverse impacts, including: loss of buildings, reduction in buildable footprint and additional security requirements to accord with national counter terrorism measures.

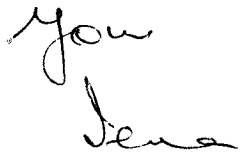
The Welsh Assembly Government cannot support the loss of developable land within the ABP which would adversely affect the economic viability and efficiency of its proposals. Introduction of new through traffic into the ABP would allow public access into secure zones, create security and health and safety issues (that is, access to airfield airside and FOD (Foreign Objects & Debris) hazards). Nor can the Welsh Assembly Government support activities that would infringe the safeguarding of the airfield.

The MoD, Metrix and Welsh Assembly Government consider that an access through West Camp would introduce unmanageable phasing difficulties for the DTC and ABP as there would be a need to construct a new railway crossing to enable the main site construction activities to commence. Any new crossing would require the formal approval of Network Rail and would result in considerable delay to the project through negotiation and construction of the new bridge. A West Camp access would also require separate improvements to existing road infrastructure to serve proposed SFA sites.

My officials have also considered a further suggestion submitted by a local resident which proposes an alternative access off the B4265 south of the existing West Camp access. This too, I am afraid, is not a practical solution. The reasons are set out in the attached detailed response from the joint project team to the Vale of Glamorgan Council Planning Department. The Petitions Committee will find it useful as it deals with the objections from Llanmaes Community Council.

I trust the above demonstrates the efforts made by the project team to engage the local community at all stages and importantly that a number of options were explored prior to the conclusion being reached that the proposed Northern Access Road will provide the most appropriate means of serving the re-development site.

In conclusion, this is a major and complex project which has involved a wide range of work over a considerable period before firm proposals were submitted to the planning authority in May this year. It is now for the Vale of Glamorgan Council to consider all the factors under the statutory planning process before arriving at its decision. The views expressed during the public consultation have been passed to the local authority as part of planning application. They have also been made aware of this petition.



Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

**Adran yr Economi a Thrafnidiaeth
Department for the Economy & Transport**



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Rob Thomas
Head of Planning & Transportation
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

For the attention of Steve Ball

Eich cyf * Your ref A056467

26 August 2009

Dear Sir

**Defence Technical College, St Athan
Application no. 2009/00500/OUT**

**Aerospace Business Park, St Athan
Application no. 2009/00501/OUT**

I refer to your letter of 6 August 2009, addressed to Entec and WYG as agents respectively for the above planning applications, together with the several enclosures comprising a letter dated 24 July 2009 from the Clerk to Llanmaes Community Council and three letters dated 26 July 2009 from Mr D R S Harris of Old Froglands. This letter is intended as a composite reply to all these letters and the issues are dealt with in the same order as set out in the Clerk's letter.

Please note that the responses in respect of Service Families' Accommodation and noise from shooting and explosives apply to the DTC application only.

1) NORTHERN ACCESS ROAD (NAR)

The proposed NAR leading from the B4265 conforms to the proposal set out in the *St Athan Development Brief*, which was formally adopted by the Council in 2006 following public consultation. Development of the scale envisaged requires a vehicular access of appropriate design and capacity. Contrary to the Community Council's assertion, neither

Continued!



**BUDDSODDWR MEWN POBL
INVESTOR IN PEOPLE**

Ystafelloed Marchnata • Marketing Suite
Adeilad 303, RAF St Athan • Building 303, RAF St Athan
Y Barri, Bro Morgannwg • Barry, Vale of Glamorgan
CF62 4AD

Ffôn * Tel 01446 753020
Ffacs * Fax 01446 753021
nicky.bailey@wales.gsi.gov.uk
Typetalk UK - 18001 08457 75577

Eglwys Brewis Road nor the road through St Athan village is suitable to serve as a principal means of accessing the developments. In accordance with the Council's requirements, the NAR and its junctions have been designed to discourage access from the east, via St Athan village.

Its new junction at the B4265/Northern Access Road will require 'local' widening only to provide on and off 'slip lanes' to cater for the new traffic movements from the B4265 on to the new NAR as shown in the drawings included within the planning applications. It is not proposed to widen any other part of the B4265 along this length. There is one element of the B4265 which will be straightened, at Gileston/Old Mill, in order to improve the alignment of this section of highway primarily to improve road safety for all users.

The Community Council's assertion that the development is unsustainable is refuted. Single Living Accommodation (SLA) is located on site, such that those living there will be able to access the DTC entirely on foot or by cycle. Service Families' Accommodation (SFA) is located close to the DTC, within walking/cycling distance, and the strict control of parking permits will ensure a high degree of travel to work from SFA by non-car modes. The Northern Access Road includes a combined footway/cycleway to improve linkage between the proposed development and Llantwit Major encouraging sustainable travel, providing an important route to schools, and creating linkage to Llantwit Major train station. The proposed highway works associated with the schemes will also ensure safe routes from Llantwit Major and St Athan to the proposed sports facilities at Picketston.

The possibility of constructing a new railway station at St Athan was considered, but was discounted as unnecessary and uneconomic. Llantwit Major station is readily accessible from DTC and ABP and the proposals include for a dedicated shuttle bus, and "white fleet" transportation between the DTC and both Llantwit Major and Bridgend stations.

The Community Council and Mr Harris propose an alternative access off the B4265, south of the existing West Camp access. Consideration has been given to the effects that such an arrangement would have on the proposals and, for the reasons set out in Appendix C to the *DTC Planning Statement*, Paragraphs 424 - 428 of the ABP Planning Statement and Section 2.2.3 of the Environmental Statement, which include national and local security, loss of buildable footprint, viability, efficiency, loss of buildings, additional security and timing, it would not be appropriate to provide a public access road to the DTC and ABP through West Camp.

Notwithstanding the above, there are two fundamental issues that negate such a proposal. Firstly, it has already been confirmed that West Camp (which includes the area known as Llantwit Road) is and will remain for the foreseeable future in active military use. It is a secure, protected environment. Secondly, in conjunction with the above, the requirements for operational airfield regulations sterilise large areas of land adjacent to the runway from any form of infrastructure and or development. The combination of these two issues alone therefore renders any form of access at this location unacceptable.

The Llanmaes Community Council maintain that inadequate local consultation has taken place in respect of the proposed route of the access road when it was initially suggested in the development brief. The Community Engagement Statement (Camargue 2009) submitted with the planning applications details the extensive public consultation which has taken place in respect of the proposals.

Continued!

A public exhibition outlining the proposals (including the proposed location of the NAR) was held between 4-6 May 2006, following the distribution of newsletters to 20,000 local residents. This was then followed by public consultation including a further exhibition held by the Vale of Glamorgan Council prior to adoption of the St Athan Development Brief in July 2006. Subsequently the applicants undertook extensive public consultation over a ten month period between July 2008 and July 2009, involving two five day public exhibitions, two workshops and two interest group sessions and full responses to all questions raised at these via the web-site www.st-athanconsultation.co.uk

Reference is made in the Community Council objection to the proposed B4265 junction as being dangerous and inefficient and to a potential accident blackspot adjacent to Froglands Farm. The new junction of the B4265 and the NAR is a signal controlled 'y' junction with merge and diverge lanes and it is confirmed that it has been designed in accordance with the relevant Guidance Notes and Highway Standards to suit the capacity required. This junction has, and will be, subject to a series of Road Safety Audits to ensure the safety of all of the users will be maintained.

The junction of the new link from the NAR to Froglands Farm is located within an area that is subject to a 30mph Order and has been designed to provide full visibility splays to the required standard in either direction. In addition, a right turning lane is to be provided for those vehicles turning right off the NAR toward Froglands Farm thus offering further safety provisions. All of the Northern Access Road proposals have been developed with VoGC Highways and alignments have been developed with their assistance.

With regard to the Community Council's comment regarding emergency vehicles and the residents at Millands Park and Froglands, the existing Fire Stations are at Llantwit Major and Cowbridge with existing Police Stations at Cowbridge and Barry. Millands Park and Froglands will be served by a new junction off the NAR which will provide a quicker and easier access for all emergency vehicles than currently exists.

2) SERVICE FAMILIES' ACCOMMODATION (SFA)

Quantification of the SFA

The vast majority of military personnel at the DTC will be accommodated in the Single Living Accommodation (SLA) being provided as part of Metrix's proposals within the security fence with around 3000 bed spaces being provided within the DTC itself. The SLA is provided to accommodate single and married service personnel who do not bring their families to St Athan.

The main driver for SFA is from military staff posted to St Athan for periods up to 3 years. Additionally but to a much lesser extent military trainees on long courses (6 months+) may be entitled to a Married Quarter. The requirement for SFA is impacted by a number of variables, such as proximity of other military units (e.g. A Sailor is more likely to purchase his or her own house in or around Portsmouth or Plymouth where they could be spending most of their career), and the number of married servicemen and women who are entitled to a Married Quarter as part of their conditions of service. Some service personnel prefer to live in Single Living Accommodation (SLA) and commute weekly to their own home but these factors will vary by military unit and over time

Continued /

The requirement for 553 SFA to support the DTC was derived by MoD from an analysis of historical data from existing MoD training establishments. This looked at the existing provision for SFA across these establishments and calculated how much will be required when they are co-located at St Athan. This analysis was also used to identify levels of need for different types and sizes of dwellings. The requirement for 553 SFA was reduced to take account of the expected availability of 70 existing SFA at St Athan. This left a requirement for 483 new dwellings to be constructed.

In a similar approach to that taken for other elements of the DTC, the requirements for both SLA and SFA have been developed and reviewed over time before they were confirmed. This was to ensure that they meet levels of need. The provision of SFA is costly and the MoD always seeks to minimise the risk of overprovision. This can at times lead to a shortage of SFA in a particular area and, when this occurs, substitute SFA (i.e. renting suitable accommodation on the open market) is sought to overcome short term peaks in the requirement.

Changes from the Development Brief

The *St Athan Development Brief* assessed the SFA requirement as 815 units and proposed a single area of SFA housing at the stadium/golf course. The overall SFA requirement was later reduced by the MoD to 553 units, of which 483 new build units are proposed. Subsequent investigation showed that a large part of the stadium/golf course site lay within the aerodrome safeguarding zone and could not be developed for housing. The effect of this was to reduce the capacity of that site to 172 units only. It was therefore necessary to make alternative provision to satisfy the functional requirement for SFA to service DTC.

Use of greenfield land

It is accepted that preference should be given to the use of previously developed or "brownfield" land and part of the stadium/golf course site falls into that category. However, there is no absolute restriction on the use of greenfield sites and, in all cases, a balance has to be struck. There are no large, suitable brownfield sites within walking or cycling distance of St Athan. The use of sites close to the DTC, albeit on greenfield land, has a number of significant benefits and allows for sustainable access, especially where, as in this case, the developer is able to control access to the DTC by private vehicles. All the proposed SFA sites lie within the development boundary on the Council-approved *St Athan Development Brief*.

SFA buy-back clause

Reference is made in the letter from Llanmaes Community Council to a buy-back clause which would allow the MoD to acquire existing houses in the St Athan area. MoD has confirmed that no such buy-back clause exists and that MoD has no right to acquire houses sold by Annington Homes into the private sector.

Candidate sites for housing

As prudent forward planning, in February 2008 the MoD put forward candidate sites as part of the process of preparing the *Vale of Glamorgan Local Development Plan*, whilst also considering other sites in the area for potential housing development including, for example, infill plots within the Annington Homes areas of housing. An assessment of sites suitable for

Continued/

SFA was carried out by WYG leading to production of a final Site Selection Report (WYG March 2009) which is appended to the DTC Planning Statement (Entec May 2009). Both West Camp candidate sites were considered as part of the study and the Welsh Assembly Government expressed reservations at the time about their developability/suitability for new housing.

In the case of the West Camp (South) site aeronautical constraints arising from proximity to the runway render almost all of the site undevelopable. In the case of the West Camp (North) site, mindful of the situation at Cardiff Airport where the presence of housing immediately adjacent to the airport boundary gives rise to complaints, the Welsh Assembly Government advised MOD of its view that it would be potentially incompatible for new housing to be located immediately adjacent to the existing ABP which it intended to redevelop over a 20 year period involving the submission of further planning applications on a phased basis.

At the same time as WYG were examining future potential SFA sites considerable work to develop proposals for the layout and arrangement of development and positioning of activities within both DTC and ABP was also being undertaken. At the time of writing of the final SFA Site Selection Report these matters had not been finalised and assessment work was not in fact completed until shortly before the submission of the planning applications and Environmental Statement in May 2009. The wording in the Site Selection Report describing West Camp (North) as 'unlikely to be acceptable for housing on environmental grounds' reflects an early assessment of possible issues which in hindsight should have been amended in the submitted planning application documents, particularly in the light of future development proposals for West Camp.

In parallel with the housing site examination carried out by WYG, MoD had been considering the future use of West Camp and during 2008 decided that the whole West Camp site was to be retained for operational purposes, notifying the Welsh Assembly Government in Spring 2008 of the proposed future boundary fence position for an enclaved West Camp which included most of the area which had been proposed for housing as a candidate LDP site.

As part of this process MoD informally advised Vale officers that it was no longer considering these sites and has formally withdrawn both of the West Camp candidate sites from the LDP process.

Work on erecting a fully secure fence separating West Camp from ABP commenced on site in late 2008 and has now been completed.

A rolling programme of replacement of accommodation blocks and provision of new facilities representing considerable investment in West Camp has commenced, the first of a series of planning applications being lodged with the Vale of Glamorgan Council on 20 February 2009.

Alternative Housing Locations

Llanmaes Community Council proposes that if the proposed housing cannot be accommodated within the camp then other brownfield sites, such as Llandow should be considered, possibly for the construction of a university style hall of residence or that the

Continued /

proposed location for the sports facilities be used for housing. David Harris suggests in his letter that the SFA and Sports pitches could be swapped.

SFA is provided to a national standard set out in MoD Joint Service Publications and a university style hall of residence would not be appropriate to meet this need. Extensive student accommodation is already included within the proposals for development inside the DTC. Llandow is currently a speculative proposal for private sector housing and is not so well related to St Athan and the DTC as the current planning application proposals,

The DTC is designed to create the most effective training provision and it is a key requirement to have sports pitches and external training areas integrally related as far as possible to ensure that the most efficient course scheduling and training days can be provided within a military ethos environment. An estate which is designed to deliver the most efficient training day is at the very heart of the Defence Rationalisation programme, and will result in highly effective course delivery maximising the throughput of trainees, and realising tangible financial benefits to the MoD. Close proximity of all the training elements of DTC is therefore essential since this promotes sustainability and facilitates the security of military trainees. Locations which are more remote from the core of DTC do not achieve the same benefits.

The proposed location of the Sports facilities has also been carefully considered to balance the needs of the training provision with a location which can be both secure for military use, yet open and accessible to the public without the need for extensive physical, or operational, security controls.

Llanmaes Community Council also proposes the relocation of Picketston FTA to a 'more appropriate MOD location' (suggesting under Item 3 of their letter, otherwise answered below, that FTA and the Firing Range should be relocated to an existing training area such as Salisbury Plain) to enable SFA to be located in its place.

The location of the Picketston FTA, (also incidentally involving greenfield land), has been carefully considered and selected to ensure that the entire common military skills elements of the college are located together, including the firing range, military training wing, respirator training facility, obstacle course, and PAAB in order to deliver training in the most efficient and secure manner. For the reasons given here and above it would not be appropriate for these elements of training to be relocated to an area such as Salisbury Plain.

Coalescence

The applicants have no intention to develop land between the NAR and Llanmaes and, hence, the issue of coalescence or ribbon development does not arise. Even with the development proposed, there will be a substantial gap between Llanmaes and the NAR.

The Environmental Statement (ES) landscape character assessment recognises the importance of the landscape setting of the Llanmaes Conservation area and describes in detail both the conservation area characteristics and its setting, with the pastoral fields and paddocks along the shallow valley of the Llanmaes Brook with the overall small scale enclosure pattern and scale to the landscape south of Llanmaes.

Continued!

The ES assessment concludes that whilst the views from the southern approach to Llanmaes will change, the other characteristics of the village conservation area will not be affected and the pastoral nature of the Llanmaes Brook valley will be retained.

3) NOISE FROM SHOOTING AND EXPLOSIVES

Mr D Harris and Llanmaes Community Council refer to noise arising from the new Picketston Firing Range and FTA.

The assessment of noise effects from the proposed Picketston firing range and Picketston FTA is based on guidance contained within "*Clay Target Shooting: Guidance on the Control of Noise, 2003*". This guidance document is based on research undertaken by the Building Research Establishment (BRE) and the suggested noise limits it contains are based on the likelihood of annoyance arising from various shooting noise levels. It provides standardised methodology for the measurement and assessment of noise from clay target shooting at residential dwellings.

The noise limits agreed with Vale of Glamorgan Council (VoGC), as used for assessment in the Environmental Statement (ES), are also based on the clay target shooting guidance.

The assessment carried out within the ES has therefore focused on the effects on people, rather than domestic or farm animals, although, as an example, recreational shooting is commonplace in many rural communities without negative effects occurring on domestic or farm animals. After an initial period, it would be expected that animals in the surrounding areas would become acclimatised to any noise disturbance, as indeed may already be so due to the current activities on the site.

During consultation with the VoGC, an upper noise limit of Shooting Noise Level (SNL) 65dB was considered appropriate for the assessment of magnitude of effects within the ES. The assessment undertaken within the ES concluded that all predicted LAFmax noise levels from Picketston firing range were within the noise limit of SNL 65dB. Taking into account the medium sensitivity of the nearest receptors, the ES concluded that there are no significant noise effects with the likely level of noise that will result from the proposed firing range. The ES noted, however, that during armament testing, which is to be typically two or three times a month, there is the potential for a higher level of noise on New Barn to the north of the range. However, given the infrequent occurrence of armament testing, it is considered that this would not be a significant effect.

The ES also concluded that predicted LAFmax noise levels for Picketston FTA comply with the noise limit of SNL 65dB. However, New Barn and approximately eight other properties to the north of the FTA are predicted to experience noise levels slightly in excess of LAFmax 65dB. When this high magnitude of effect is considered alongside the medium sensitivity of these receptors, the ES determined that significant effects are likely at these properties. It should be noted, however, that the existing measured average daytime LAFmax noise levels in this area are 1dB higher than the predicted modelled noise levels from the proposed Picketston FTA

In order to mitigate noise effects associated with Picketston Firing Range and the FTA, a number of environmental measures have been included within the development proposals. These include no blank or live firing at night-time (2300-0700) (where possible), acoustic

Continued /

bunds for screening Picketston activities, blank firing only when necessary for demonstration purposes, the complete enclosure of Picketston firing range, and minimum 3m-high acoustic fences/barriers between the FTA and the Picketston site boundary.

It is recognised by the applicant in respect of DTC that the noise generated from these activities is of concern to many of the residents in the area, and in particular the frequency of use of the proposed firing range. The range is an essential element of the DTC and the location essential to the efficient delivery of training. However, following further review the applicant is in a position to confirm that the envelope of use stated in the planning application can be refined as follows:

- Range use to be 0830 to 1730. Use outside these hours to be agreed with the local Community Councils in advance. (As currently the case at West Camp)
- Maximum weekly use to be restricted to 5000 rounds

In respect of the effectiveness of bunds and fences in dealing with low frequency noise, the computer noise model took into account low frequency noise (as presented in Appendix EE of the Environmental Statement). The dominant frequencies from shooting are actually 1 to 2kHz, which are not considered to be low frequency. The noise model uses the calculation methodology in the international standard ISO 9613 which provides a method for predicting noise propagation in the frequency bands 63Hz to 8kHz. The method takes into account the differing performance of a barrier for different frequencies and, hence, all frequency bands, including those at low frequencies, are given proper consideration in the noise model and Environmental Statement.

4) OTHER POINTS

Loss of residential amenity

The letter from Llanmaes Community Council alleges that the NAR will run within 15 metres of Milllands Caravan Park. This is incorrect: at its closest the nearest edge of the kerblines of the NAR is over 65 metres from the caravan park.

The NAR has been designed to ensure that it follows the existing profile of the topography as best as possible to minimise the extent of earthworks required. It will in general be around 1500 to 1700mm above existing ground level as it passes south of Milllands Park, reducing to 1000mm at Froglands Farm. The Llanmaes Brook sits in a dip or valley some 7 metres below the surrounding topography and again the finished level of the carriageway at the bridge is approximately 1500mm above the surrounding topography.

The new road will be lit along its entire length with overhead lanterns placed on columns. These lanterns have been designed such that the 'beam' of light provided is restricted into the form of a 'downlight' rather than a 'spread' of light that is found on some older forms of lantern. In addition, if it is felt necessary by the Local Authority to provide even more restriction to potential side glare then the provision of baffles will be investigated.

Detailed photomontages of the views from Llanmaes and Milllands Park toward the NAR have been undertaken and are included within the Planning Application Documentation. The design of the NAR includes for landscaping and mitigation and these photomontages show the limited visual intrusion that will exist after construction of the NAR and in 15 to 20 years after opening.

Continued/

Initially, Eglwys Brewis Road will be used as a construction access until construction traffic can use the NAR and permanent improvement works are planned to cater for construction traffic over this limited period. After it is available, the NAR will provide a more appropriate route for construction traffic than either Eglwys Brewis Road or the road through St Athan village.

Llanmaes Community Council suggests that the combined noise impacts of the development (FTA, Sports Pitches, Aircraft, Engine Running, NAR) will have an unacceptable impact on the residential amenity of Millands Park.

Whilst the ES acknowledges that the proposed development will inevitably result in increased traffic noise at Millands Park from traffic that would use the proposed NAR, the level of noise emanating from the new road would be mitigated due to the provision of an earth bund of at least 1 metre in height along the northern side of the NAR (as set out in Table 16.61 of the ES and as shown on drawing 003622/PA/165). The noise levels that will be experienced at Millands Park are by no means unrepresentative of typical noise levels experienced by many residential properties across the country and are, for example, well below those levels that would warrant any special measures to be considered for protecting the amenities of the dwellings, such as any requirement for statutory noise insulation grants.

It should also be noted that the existing noise levels experienced by Millands Park from the current West Camp firing range are higher than the predicted noise levels that are expected to emanate from the proposed Picketston firing range and field training area. Again, Table 16.61 of the ES refers to various environmental measures that form part of the proposals that will mitigate the potential noise levels arising from the Picketston area. Whilst the Millands Park location is expected to experience an increased predicted cumulative level of noise (i.e. from all sources) as a result of all of the current planning application proposals being eventually implemented, this would still be at a level that would not be regarded as having an "unacceptable impact on their residential amenity."

Discussions have taken place with the owners of Rose Cottage, and Froglands, which are the closest dwellings to the NAR, with a view to mitigating the impact of the proposals on those properties.

Archaeology

The effect of the proposed developments on the cultural heritage of the area has been the subject of extensive survey, comprising not only desk-based assessment but also geophysical surveying and trial trenching which is currently proceeding on site. The nature and extent of these surveys have been agreed in advance with the Glamorgan Gwent Archaeological Trust, which is the regional archaeological curator and the local planning authority's advisor on such matters, and whose representative is monitoring the works. An assessment of the likely effects on the below ground archaeological resource (as well as other aspects of the cultural heritage) is contained in the *Environmental Statement* (ES). Subject to the findings of the site surveys currently being undertaken, further and more detailed measures may be required subject to planning conditions imposed on any grant of planning permission.

Specifically, the significance of the archaeology at Llanmaes has been recognised at all stages in the archaeological assessment and has clearly influenced the evaluation strategy. There is regular dialogue and exchange of information with the National Museum of Wales,

Continued /

not only on the question of the implications of development on the local archaeology, but also on measures that may address community interests both locally and more widely. The prospect of an Archaeology Advisory Group, first raised by the National Museum, has also been discussed. It remains a possibility, although the appropriate means of convening such a group has not been defined, a point raised with the Museum on which we await further comment.

We have no objection to continuing the dialogue initiated with the National Museum in a wider forum, provided this does not give rise to conflicting roles or otherwise confuse the well established planning arrangements. Such a risk is presented by the Llanmaes Community Council suggestion, since existing arrangements for ensuring the significance of any finds is fully understood and adequately excavated or preserved (opposed to recorded) in situ, is clearly a responsibility exercised by the Vale of Glamorgan Council, assisted by the Glamorgan Gwent Archaeological Trust Curatorial Division and subject to processes of public consultation. The Community Council might wish to give further thought to the purpose and benefits of an Archaeology Advisory Group, perhaps initially in discussion with the National Museum.

Visual impact

The visual impact section of the ES (chapter 8) describes that both Llanmaes and the adjacent public footpaths will experience filtered views of the proposed development and access road. It acknowledges that negative visual effects will occur as a result of the proposals, albeit these are mainly limited to within 1km of the site. The changes associated with the proposed development will be viewed within a context of existing large buildings and structures at West Camp. The presence of existing large-scale development within the view reduces the sensitivity of views to further development and the significance of negative effects.

However, for much of the area around the site, the proposed development of the roads and the housing, will be located on previously undeveloped land. It is recognised that this change will inevitably alter the appearance of those particular areas and the proposed new development includes measures to reduce the visual effects of the proposed development, including site-wide landscaping and habitat enhancement measures that will help to screen aspects of the development as identified in the photomontages.

In respect of the NAR, existing landform and the proposed vertical alignment of the proposed road will provide significant screening. The junction of the NAR with the B4265 takes the form of a signalised 'y', the signalised element of which extends over a length of approximately 100 metres. The remainder of the junction will provide the required merge and diverge lanes to the NAR the full extent of which will involve the removal of an area of existing scrub amounting to just over 400m. This scrub has established on the cutting slopes of the B4265. It contributes to the vegetation pattern of the area, illustrating the effectiveness of planting in mitigating the negative visual effects of roads.

The vertical alignment of the northern access road and its junction with the B4265, and intervening field boundary hedgerows in this location help to ensure effective screening of views from Llanmaes, as illustrated in photomontage no. PM.01-1. In addition, as part of our proposals there will be a significant amount of new landscaping provision at this location to mitigate for the loss of existing vegetation and enhancement of the remaining.

Continued!

The valley of Llanmaes Brook provides the opportunity for views towards the northern access road and the proposed bridge over Llanmaes Brook. However, the landform of the valley limits the extent of the area from which views of the bridge are available. Intervening vegetation further limits the extent of views to those broadly along the line of the valley. Existing field boundary hedgerows soften the appearance of the bridge where landform allows views of the bridge; refer to photomontage no. PM.01-1.

The intervening hedgerows, which line the arable and pastoral fields, will provide partial screening, as will the network of hedges which border the local unclassified side roads and lanes. In addition the local topography will generally only allow oblique views towards the proposed development and provide a level of visual separation.

The landscape planting proposals include hedgerows along the northern edge of the Northern Access Road (NAR), with a hedge on bank (giving the appearance of a false cutting) on the section of highway between Llanmaes Brook and Rose Cottage, which will provide increased screening. A gentle slope to the north will enable this area to be returned to agricultural use enhancing its integration into the surrounding landscape. Hedgerow and woodland planting is proposed along the southern NAR boundary adjacent to the Tremains Farm SFA and North of West Camp SFA.

The screening effect of these planting proposals is shown on the photomontage no. PM.02-2 which illustrates the effect of the false cutting and earth modelling to integrate the proposed highway landscape on completion of the works and the further mitigation of the visual impact obtained through the highway hedge planting after 10-15 years.

Loss of habitats and biodiversity

The assertion in the letter from the Llanmaes Community Council that inadequate surveys of protected species have been undertaken is strongly refuted and the quotation referred to is taken (out of context) from the *Ecological Mitigation Strategy*, rather than from the ES.

The Community council state that "*No attempt to evaluate the likelihood of the severity of the development on affected species has been made*". This is, in fact misquoted from the Ecology Strategy – the full quote stating "*No attempt to evaluate the likelihood or the severity of the impacts has been made within this report as this is considered in the **Environmental statement***".

Page 3 of the Ecology Strategy also states: "*This report should be read in conjunction with Chapter 6 of the Environmental Statement – Biodiversity and the Outline Habitat Management Plan produced for the planning application.*"

In fact, extensive ecology surveys have been carried out on land within and adjoining the application sites, including habitat and protected species surveys. These surveys formed the basis for the assessment of the effects of the development on nature conservation and biodiversity (reported in the ES) and the extensive nature of these surveys has been recognized by the Countryside Council for Wales, which is the Government's statutory advisor on biodiversity. The CCW has also welcomed '*...the commitment to the conservation and enhancement of biodiversity proposed in conjunction with the developments*' (letter to Capita Symonds dated 23 July 2009).

Continued/

The effects of the proposed development have been carefully assessed and, where appropriate, extensive mitigation and enhancement measures are proposed. These are documented in the *Ecology Mitigation Strategy* (Capita Symonds 2009) and include proposals in respect of great crested newts, bats, dormice and other species. The mitigation measures are the subject of ongoing discussion with CCW and, in the applicants' opinion, the mitigation proposed as part of these schemes is exemplary. In addition to planning controls, protected species licences will be required before relevant works may proceed.

Flooding

Only a small part of the application sites fall within Zone C on the development advice maps that accompany *TAN 15: Development and Flood Risk*. Both applications are accompanied by a comprehensive *Flood Consequences Assessment* (Entec 2009), a *Surface Water Drainage Strategy* (Pell Frischmann 2009) and a *Foul Water Drainage Strategy* (DCWW 2009) and the applicants are satisfied that the proposed developments can be implemented without exacerbating flooding in the area. The Environment Agency Wales is the Government's statutory advisor on flood risk matters and a statutory consultee for these applications. The EA (letter dated 30 July 2009) has confirmed that it is satisfied with the FCA and does not object to the planning applications.

Llanmaes Community Council suggests that the proposed development will increase traffic from the Llantwit Major Waste Water Treatment Works (WwTW) to the treatment works at Ewenny. DCWW has advised that, currently, the thick sludge residue from the Llantwit Major WwTW is tankered, approximately four times per week, to DCWW's Pen y Bont WwTW in Ewenny (or Cilfynydd WwTW as available capacity dictates) for further treatment. DCWW's proposed improvements at Llantwit Major WwTW, to accommodate the St Athan developments, include a dewatering plant to reduce the sludge to a "cake" with an overall volume less than the volume of the currently produced sludge. The "cake" will require no further treatment and will be transported in skips from the WwTW to landfill. The frequency of skip movements is expected to be no greater than the current movements of tankers. Consequently there will be no increase of traffic generated by the operations of the WwTW.

Change of character of the area

It is accepted that the development, when implemented, will result in some change in the character of the area. However, this should be seen in the following context. First, the site has been in military use since 1938 and, historically, accommodated a much larger military population than it has in recent years. Secondly, noise from aircraft in flight and engine testing has been a constant feature of the area and, until recently, included extensive use by military aircraft. Thirdly, even before the advent of the current proposals, the statutory development plan for the area (the *Vale of Glamorgan Unitary Development Plan 1996-2011*) identified MoD St Athan (and some adjacent land) as an existing employment site and, in principle, favoured its further development.

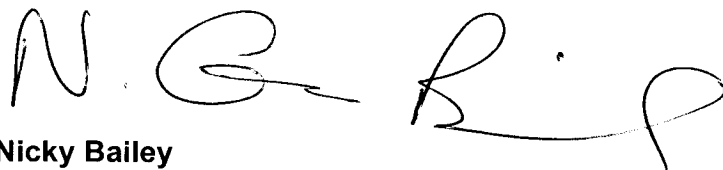
More recently, the *Wales Spatial Plan* has identified St Athan as a strategic opportunity area and this is reflected in the Council's own strategy for the *Vale of Glamorgan Local Development Plan*, which identifies St Athan as a "key development opportunity". Fourthly, in the opinion of the applicants, the benefits of attracting the DTC to St Athan outweigh any

Continued /

local adverse effects. The DTC and ABP proposals offer an unrivalled opportunity to attract major investment to the Vale of Glamorgan and to Wales which will not only create new jobs but also investment in training, infrastructure, facilities and the environment. The range of community facilities which will be made available will also offer the community substantial benefits.

We trust that you will take these comments into account when you are considering the objections and other representations made by the Llanmaes Community Council and by Mr Harris.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Nicky Bailey'. The signature is written in a cursive style with a large 'N' and a long, sweeping tail.

Nicky Bailey
Head of Planning
Department for the Economy and Transport

Supporting information provided by the petitioner (Boverton residents)

The Petitions Committee
The National Assembly for Wales
Cardiff Bay
CF99 1NA

29

September 2009

Dear Sir,

**St Athan Defence Training Academy and Aerospace Business Park
(Planning Applications 2009/00500/FUL & 2009/00501/FUL)**

We call upon the National Assembly for Wales to urge the Welsh Government to amend its plans for the proposed Defence Technical Academy at St Athan so that no Northern Access Road is constructed and that the green field sites at Tremain's Farm, Picketston and Eglwys Brewis are preserved.

This reflects the views of 377 (95%) Boverton residents contacted on the issue.

Whilst we have no objection in principle to the regeneration of the airfield site, we believe it should be within current airfield boundaries. We further believe that the development should utilise current access routes, as have been used since 1938. No new road should be built to the detriment of local residents, particularly those residing in Boverton, or indeed those of surrounding areas, who will have to suffer adverse effects resulting from increased traffic and loss of amenity. These will include an unacceptable increase in traffic related and light pollution in addition to an unacceptable loss of green field sites. Nor should the taxpayers of Wales bear the imposition of such an unessential cost burden.

We believe that development outside the current airfield boundary is contrary to the principles of The Sustainable Development Scheme of the Welsh Assembly and Vale of Glamorgan UDP policies. We also consider that once the road and Service Family Accommodation are constructed precedent will be established for future development, the road providing access for the purpose.

Yours sincerely,

R Gant (Mr)

M G Lobb (Mr)

D Mountain (Mr)

(On behalf of residents of Boverton)

Attachments:

Background information
Map of area of concern

Basis for the petition against the Northern Access Road (NAR) and Service Families Accommodation (SFA) at Tremains Farm

Quotes from the report by the Vale of Glamorgan Planning and Transportation Department

'Road Traffic: As there are planned new roads and junction improvements associated with the development and the development is likely to lead to an increase in road traffic on the existing roads in the local area, emissions from road traffic in the area could also increase'.

'predicted to experience a noticeable change in traffic flows and increases in ambient noise from traffic on new development roads affecting the amenity of existing and future site occupiers in close proximity'.

'The existing dwellings that would lie closest to the NAR and remaining SFA sites are those at Milllands Caravan Park, Milllands Farm, Old Froglands, Froglands Farm, Splott House, Rose Cottage and Oaklands.'

Thus, there is clear recognition that there will be a significant increase in traffic and consequent environmental pollution.

Residences to the north/north-west of Boverton adjacent to the B4265, Monmouth Way, Denbigh Drive, Cardigan Crescent and Harding Close in particular, lie less than 60 metres from the proposed access road junction and 30 metres from the B4265 which will carry all additional local traffic. They are closer to the proposed junction than any of the sites referred to. They will be the most adversely affected of any in proximity to the development.

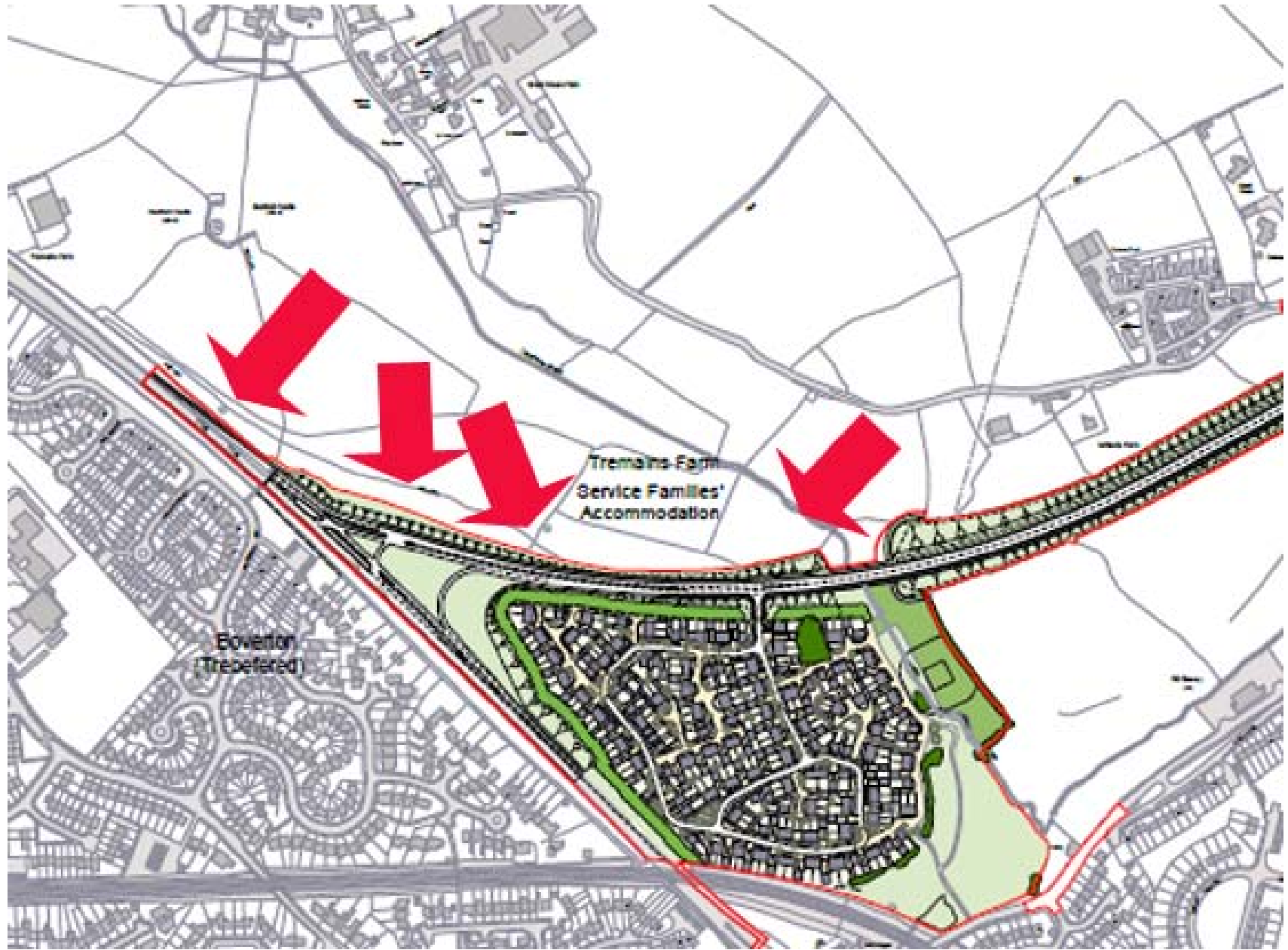
It has to be remembered that these areas already experience a degree of pollution and, should the development proceed, will have to bear an unacceptable increase in all resultant pollution. There has been no consideration of this and it is of particular note that no conditions have been placed on the granting of the Planning Consent to protect these residents from the permanent affects of the development.

It is planned to build the SFA's, and indeed the NAR, on land previously designated in the plan as 'recreational'. The site is on green field land that enjoys the protection of the Assembly and Vale of Glamorgan policies. Development of any description here, be it road or housing, will deprive the community at large of considerable amenity and be in contravention of these.

It is also feared that since planning permission has been granted future development will ensue, as precedent will have been set. This will be of further detriment to the area.

All but 9 signatories of a petition submitted to the Vale of Glamorgan Council Planning Committee objecting to elements of the planning application are residents of the area most likely to be affected. Ninety-five per cent of those asked to consider signing the petition did so with just 18 of the 395 residents contacted declining to sign the petition.

M Lobb
(On behalf of petitioners of Boverton)



Response from the petitioner (Boverton residents)

The Chair of the Petitions Committee
Welsh Assembly Government
Cardiff Bay
Cardiff
CF99 1NA

4

November 2009

Dear Madam,

Ref: PET(3)-14-09 and PET-03-227

Further to your response to our petition, we should point out that there were three signatories to the petition and we would be grateful if you would consider the following.

Before considering the detail of our comments please bear in mind that although there are aspects in common between the petitions of Llanmaes and of Boverton, there are those that are specific to Boverton. The major one of these is the lack of any consideration given to the residents of Boverton with regard to their close proximity to the B4265, to the proposed junction with the Northern Access Road and the new road itself. We particularly draw your attention to this in considering our response.

Referring then to your letter dated 28 September 2009 (DFM-4 043-09) we will begin by commenting as follows on points raised in the responses you have received to the Llanmaes petition:

'Ministry of Defence is responsible for the housing element'

Response: We acknowledge this. However, WAG is responsible for the protection, albeit conditional, of greenfield/greenbelt sites and has legislation in place for that purpose. We would therefore submit that it is irrelevant who is 'responsible' for the housing element in this context. WAG's responsibility, and that of the Vale of Glamorgan Planning Committee, is to protect such 'green' sites wherever it is possible.

Given its impact, the initial destruction of any part of the Tremain's Farm site based on the premise that the DTC and the ABP project might reach fruition can only be considered to be a risk not worth taking until all parties reach full agreement that the project is to proceed.

It is of note to us that the use of the term 'greenfield' is used extensively in the documents supporting use and development of land at Tremain's Farm. At the public meeting in Llantwit Major, where public opinion was overwhelmingly demonstrated to be against development outside the existing airfield boundary, Nicky Bailey denied that there is any such description as 'greenfield site' applicable to land in Wales.

'The requirement to deliver an enhanced ABP to accommodate the Welsh assembly Government's proposals.'

Response: The Royal Air Force has occupied the airfield site at St Athan and utilised current access routes for more than seventy years. During this period it simultaneously operated the RAF's largest Aircraft and Ground Engineering Maintenance Unit, its largest Ground Training School and the RAF's Driving Training School. Planning submissions include the recognition of '*in excess of 10,000 personnel*' being on the strength of the base at stages of its existence. This testifies to the busy nature of the site in the past and should

also be considered together with the fact that our roads were, in general, much less busy then than now.

We submit that the applicants are duplicitous in using this fact in support of their submission, elsewhere claiming that the NAR is essential for the operation of a site that will, in all likelihood, be smaller than the one that previously occupied it.

The Defence Training Academy is unlikely in these times of reduced Armed Services strengths to match previous military training requirements even given its tri-service nature. Estimates of establishment and strength of the proposed DTC are notoriously wide ranging but it seems unlikely that they will exceed 3,000 in total. Many of these will not be commuting to or from the site but will be 'living in' as trainees.

The ABP is a totally unknown quantity. Opinions are divided as to whether such a project will be sustainable. Even if it were to be, it is highly unlikely that it will exceed a strength of 5,000 employees either.

Added to this, the proposals provide for two other access routes to the ABP. These in themselves will, possibly with modification, adequately serve the ABP sites.

We therefore submit that the case for the NAR is erroneous and that its ultimate purpose is not for operational reasons but to provide access for future development between the Eglwys Brewis Road and Llanmaes.

'The necessity to maintain the national and local security of West Camp for the MOD'

Response: The lack of a Northern Access Road and the proposals for an alternative route place West Camp in no more jeopardy than exists from adjacent housing and access routes to the site.

Assuming the risks to be physical in nature; elements who threaten national and local security are not averse to utilising buildings, including private homes, as vantage points from which to launch devices at buildings or to fire on individuals inside secure areas. The IRA was well known for such tactics, the most notorious instance probably having been the attack on Downing Street in 1991. There can be no doubt that any other threatening agency would, if thought appropriate, use such tactics.

It is also absurd to think that there is any more risk from existing traffic routes than will exist from the industrial site (ABP) that is to be built adjacent to West Camp or indeed the proposed NAR. This would particularly be the case during the construction phases of both DTC and ABP when construction vehicles would provide effective bulk and deception to mount an infringement of security.

Given these arguments, the nature of the existing West Camp MOD establishment and any consideration of it being at risk because of security issues, should logically result in it being relocated to a more appropriate environment than it currently occupies.

There are therefore, no more justifiable security grounds for the construction of the NAR than when the Royal Air Force was in occupation of the site.

'The necessity to avoid extraneous traffic passing through St Athan village'

Response: Instead all future traffic will be routed through the two hazardous junctions at Boverton and Llanmaes. Another junction, also likely to prove as hazardous as those, is to be built between them.

The traffic, recognised as being at 'substantial levels' in the future, will pass along the B4265 at a approximately 30 metres distance from residences in Boverton particularly those of Monmouth Way and Denbigh Drive. The inclusion of three sets of traffic lights at the proposed junction will result in even more noise than is created by passing traffic. It should be remembered that this justification of the Northern Access Road will result in an exacerbation of the problems that will be experienced by residents of Boverton and the wider implications of the safety of all those who travel on the B4265.

The provision of any measures to reduce the environmental affects of the substantial increase in traffic and of construction of the NAR on residents of Boverton has been totally ignored. One might consider that there is a human rights issue here!

'Safety aspects concerning airfield airside access and runway operation'.

Response: As previously mentioned, and as referred to in the letter dated 26 August 2009 from Nicky Bailey, the Royal Air Force has operated the airfield for more than seventy years. This has probably been with more intensity than the ABP and DTC combined is likely to.

If construction of the ABP is now considered to lead to enhanced risk in respect of these issues there is a strong case not to build it at all!

We would now like to refer to further issues raised by Nicky Bailey in her letter to Steve Ball by way of Rob Thomas, Head of Planning & Transportation at the Vale of Glamorgan Council.

Public Consultation

The developers place great store in their 'Public Consultation' exercise. At the Public Meeting held in Llantwit Major a director of Metrix expressed his pride in it being the most successful of its kind in his experience. The effort that went into the Consultation exercise and its success should be properly analysed before being acknowledged as successful or supportive of the developer's cause.

We would like to draw your attention to comments referred to in documents that they themselves provide in support of their application for the St Athan project.

Source: Community Engagement Statement, Dated April 2009.

'Consultations:

Comments included:

- *'Like many people, we found the first display very basic and lacking in detail'*
- *'I enjoyed the recent exhibitions but would have liked a little more detail'*
- *'The proposals as a whole are too vague to enable a true picture of what is proposed to be understood'*
- *'A very poor presentation, no information to be able discuss anything. Very juvenile map a six year old could have produced'*

- *'Very good presentation, looking forward to seeing the final plan'*
- *'Excellent display at the Gathering Place. Boards very informative and staff knowledgeable'*

*'Although positive comments were made about the information available during Phase One of the consultation programme, **this was balanced with a similar number of negative comments.** Many of these were based around a perceived lack of detail, particularly on the draft plan.'*

Again from their own supporting documents:

- Five exhibitions were held
- Invitation letters were door-dropped to 3,0,000 residents living in the area immediately surrounding and in close proximity to the site including St Athan, Llantwit Major, Cowbridge, Rhosce, Bonvilston and the small villages located between them.
- Adverts were placed in the South Wales Echo, Barry & District News, the Glamorgan Gem series and press releases issued to the key local media.

As a result:

- **300** members of the public attended exhibitions in St Athan, Cowbridge and Llantwit Major (**Note: 1% of those reached out to by invitation!**)
- A large number of comments and questions focused on the potential impact of increased traffic on the local area. Many of these expressed concern over the impact of increased traffic and went on to draw attention to specific roads, junctions, streets and/or villages that they felt needed to be given particular attention
- 40 comment forms were returned after initial exhibitions. After modification to the comment forms the total received rose to **78 (Note: 0.26% of those reached out to by invitation!)** and two workshops were subsequently organised and promoted, as were the exhibitions.
- A further two meetings of Interest Groups covering Environment and Community welfare were then held with the familiar publicity methods employed
- Over 100 people attended the Interest Groups over the two dates (**Note: 0.33% of those reached out to by invitation!**)
- The Workshop on Community Facilities attracted over **45** attendees (**Note: 0.15% of those reached out to by invitation!**)
- The Workshop on Transport attracted almost **70** attendees (**Note: 0.23% of those reached out to by invitation!**)

A second round of **public exhibitions** was held prior to the submission of the Planning Applications with similar publicity given. It is of note though that an invitation letter was also posted direct to 1,900 local residents in St Athan and Llanmaes yet none to those of Boverton whose homes are closer to the B4265, the NAR and its junction than the vast majority of any of the others contacted.

We would submit that the attendance of approximately 100 people, the overall group eventually in consultation, hardly reflects a consultative triumph; particularly as there seems to have been little or no input from Llantwit Major, the largest conurbation in the area influenced by the development.

It should also be borne in mind that the consultation exercise would have involved the expertise of specialists employed by elements of Government and commerce. We would furthermore respectfully draw your attention to Para. 3.3.e - Conclusion of the Community Engagement Statement that clearly shows the overall negative response from residents after the consultations.

These results should be considered together with the views of petitioners at Llanmaes and Boverton and the numerous personal letters that have been written in objection to aspects of the project. The failures of the Vale of Glamorgan Planning Committee to recognise the

objections or of the developers to accommodate any of the objections is a cause for great concern in our view and is one that should be addressed.

We would draw your attention to the fact that the petitions achieved responses of c95 % compared to the derisory results achieved by the developers in consulting with the public – achieved at far less expense and with far less effort.

We would now refer to the unreliability of statistics presented in the initial development brief as referred to in the Planning Application.

The developers acknowledge that the requirement for 815 SFA's was inaccurately assessed - by a factor of 40.7% by our calculation. So too was the likely population that would live in the 483 units.

One of us had expressed their view to local councillors that the originally postulated figure was incorrect and also queried the figure with the panel of developers at the public meeting previously referred to. Representatives of the developers were adamant that the originally quoted figure was correct.

In papers presented to the Vale of Glamorgan Planning Committee the number of children of school age had been amended to reflect a total of 821. This figure would result in an overall SFA population of 1787 – assuming 2 adults per household but excluding anyone above school age. This reflects an error of 41.5% above the original estimate!

We also believe, based on personal experience of air field operations, that there are inaccuracies in the reporting of aircraft movements during its use by the Royal Air Force as reported in project documentation.

Minor inaccuracies perhaps, but what of the other estimates and projections? What of all the other statistics and measurements? Can these be taken as accurate given their complexity when compared with the very basic and easily tested population figures?

We think that if we were paying £1.5m for a road for example we would be very wary of a potential error of 40% in costing!

On the issue of occupation levels of the SFA's it is suggested that those for whom the houses are provided are unlikely to purchase homes in the local area because, *'a sailor is more likely to purchase his or her own house in or around Portsmouth or Plymouth where they could be spending most of their career'*.

We agree that this is a reasonable supposition in respect of naval personnel. One has only to make the most basic of enquiries however to discover that the population of Llantwit Major, and indeed that of towns such as Barry and Bridgend, have been swollen by servicemen based at St Athan who have purchased homes in the area during their careers and subsequently settled here. Indeed the Brackla estate in Bridgend was often referred to as RAF Brackla during the latter years of RAF St Athan!

A high proportion of service personnel prefer to live off base and this can also be easily ascertained. It is also a mistaken belief that servicemen posted to St Athan will remain for just three years. Many remain for a significant proportion of their service careers. All three of us are ex-servicemen and can attest to this on the basis of our own long experience of military life.

In consideration of such errors in estimates and assumptions we also have severe doubts about the noise assessment results said to have been gathered in Monmouth Way, Boverton. Although lacking the skills and equipment to challenge the data scientifically, common sense alone indicates that traffic noise levels will be higher 30 metres from the B4265 than they will

be some 235 metres from the NAR on Eagle Road for example! A fact seemingly overlooked by the Vale of Glamorgan Planners. What other potential errors of fact or omission are contained within the application we wonder.

Further to the noise issues, the proposals contain no consideration for the provision of noise suppression measures on the B4265 or its junction with the NAR despite the close proximity of the increased traffic to adjacent homes - a serious omission in our belief.

It should be noted that the stretch of the B4265 adjacent to the estate on which Monmouth Way and Denbigh Drive are located is currently subject to a speed limit of 50 m.p.h. During the collection of signatures for the Boverton petition many people commented on speeding on this road and the noise that already emanates from traffic using it.

Complaints to the Vale of Glamorgan that the hedgerow bounding the B4265 is ineffective as a noise suppressant, particularly during the winter months, have resulted in the response that it is not there for that purpose and that the Council has no responsibility for its maintenance. An interesting response given proposals for such planting made in the planning applications! Nor apparently has the Highways Agency, who has also been contacted in this regard, any responsibility in this matter it seems.

Residents particularly mentioned the problem of motorcycles. We have no hesitation in asserting that motorcyclists regularly exceed 100 m.p.h. on this section of road, exceptionally we have timed a motorcycle travelling its 0.44 mile length in 13 seconds – an average speed of 114 m.p.h.! Complaints made to the police on safety issues have, of course, been totally ineffective. Sadly we advise that at three fatalities have occurred on the B4265 between Llanmaes and St Athan junctions in a six-week period this summer alone.

It is stated that the location of the Picketston FTA has been '*carefully considered*' for the benefit of the DTC's requirements. Might we ask what consideration is being given to local residents - in your opinion? In ours it is none!

We agree that Salisbury Plain is not a feasible option for the envisaged training. The holding of exercises for which such a facility is necessary could however be accommodated on a number of closer sites even if they were to entail a day or so away from base camp at St Athan. This would give the advantage of taking students and staff away from the 'college campus' environment that the DTC is proposed to be, adding greater realism to such exercises. We concede that the retention of a small arms range is acceptable to meet the needs of basic weapons training and requalification.

As to environmental issues, the much vaunted environmental plan gives more consideration to non-existent Dormice and of Otters for which there is very little evidence on the Tremain's Farm site than is given to the human inhabitants of Boverton. Appreciative as we are of things environmental it is enlightening to know where developers and planners alike place us in the scheme of things.

In respect of future development of remaining greenfield sites in the vicinity of Tremain's Farm, Llantwit Major and St Athan in general. Although the developers claim to '*have no intention to develop land between the NAR and Llanmaes*' it is foolhardy in the extreme to ignore the fact that the building of the SFA's will set a precedent for such building in the area. Furthermore, the construction of the NAR before any development of the airfield site will provide access and an excuse to build should the St Athan project be shelved. It is imperative therefore that the developers should not be granted permission to construct the NAR unless in accordance with the conditions placed by the Vale of Glamorgan Planning Committee. Any attempt to appeal against the imposed conditions should be strongly contested and permission denied.

Referring to 'Change of character of the area' Ms Bailey states that the Vale of Glamorgan Local Development Plan identifies St Athan as a "key development opportunity". We would point out that Tremain's Farm is not in or adjacent to St Athan or on the airfield. Development should, in the view of almost all who have been petitioned, and certainly all but one of the many residents that we have spoken to, be confined to within existing airfield boundaries.

Of the substantial community facilities Ms Bailey refers to might we point out that they are almost entirely confined to sports facilities thereby restricting their use to those who so partake, notwithstanding the inevitability of there being significant restrictions placed upon their use. The community at large will not therefore benefit at all! To accrue benefits of any significance the catchment area would need to be significantly larger with the result that inroads would be placed on the Green Travel Plan, which, in its self, is unlikely to achieve the optimistic forecast of benefits.

Finally might we refer again to the NAR?

It is claimed, among other justifications, that it is necessary to ensure safe and effective access to the DTC and south ABP. The road is approximately 1.4 miles long. To access this and its junction with the B4265 from the M4 to the north, traffic will need to negotiate 6.8 miles of country road and lane, including single track lane; from the west, 8.9 miles of country road from Bridgend, and from the east the road either transits through the bottleneck of Culverhouse Cross and Barry, or the notoriously dangerous Five Mile Lane. Alternatives exist in the many 'rat runs' currently used by local residents that would create even more significant impact if used. These facts are acknowledged in the various documents though they are glossed over with questionable reasoning as to why they are of little consequence.

To what extent then is the NAR of any safety benefit?

In mentioning this we would respectfully draw your attention again to the significance that the developers place upon the NAR because of aspects of safety and transport infrastructure and to an application made to develop the derelict Dunsfold Airfield near Guildford.

We acknowledge the differences between the two development plans, it would largely be for housing though would have included an element of industrial use, it was however rejected by Waverley Borough Council Planning Committee, one of the reasons being that the development would be unsustainable in transport terms.

On appeal the Government Planning Inspector commented on: *'the very high overall level of sustainability and a low carbon lifestyle which the development would achieve'* yet concluded that *'the site is not in a sustainable location and little can be done to improve the existing infrastructure beyond minor alterations to road junctions'* and, most relevantly, *'the additional vehicular movements resulting from the development would put severe and unacceptable pressure on an overstretched road network in which there is only limited scope for improvement'*

We would draw your attention to an incident occurring on the afternoon of 2nd November 2009 on a section of the B4265. See photograph attached. You should note that this is a two way stretch of the road! This type of incident, and worse, occurs, not in the vicinity of St Athan but on approach roads. This occurred some 6 miles away from the base.

We believe that the factors relating to the Dunsfold case apply equally to the development of St Athan airfield and that this precedent should be considered in parallel to our petition and to all other objections.

All of the above would indicate to us that there are serious flaws in the overall planning process of the project and though we would wish it success request that you take our observations into consideration.

Again we emphasise that the basis of our petition is in consideration of the consequences that will be imposed on Boverton residents should the project proceed. We maintain that these have not been adequately assessed or made provision for and that they should, before approval of the Welsh Assembly is given.

We further consider that it is essential that the recommended conditions set by the Vale of Glamorgan Planning Department are upheld and that it is a matter of public confidence that deliberations on the issues of the St Athan development be more open to public scrutiny. We feel strongly that thus far the views of those most adversely affected by it are being ignored, their concerns not being responded to when there is validity in their arguments.

Yours sincerely,

R Gant (Mr)

M Lobb (Mr)

D Mountain (Mr)

CC. Ieuan Wyn Jones AM, Deputy First Minister and Minister for Economy and Transport
Jane Hutt AM, Minister for Children, Education, Lifelong Learning & Skills
Andrew RT Davies AM, Shadow Minister for Health and Social Services
Alun Cairns AM, Shadow Minister for Heritage and Culture



Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref PET-03-252
Ein cyf/Our ref DFM/06154/09

Val Lloyd AM
Chair
Petitions Committee
Cardiff Bay
Cardiff
CF99 1NA

20 November 2009

Petition 03-252 from Boverton Residents – Opposing St Athan Northern Access Road

Thank you for your letter of 28 October informing me about this new petition.

I understand that the Committee is waiting for comments from the petitioners to my response of 28 September dealing with the same issue (your ref PET 03-227) before referring it back to me.

In considering the matter further, the Committee will find it helpful to know that in granting planning permission on 24 September 2009 for the St Athan development scheme, including the Northern Access Road, the Vale of Glamorgan Council attached a couple of important conditions to ensure that local residents are protected from potential adverse impacts of this proposed new access. These conditions are set out in the attached Annex.

The Committee will wish to be note that my officials are preparing, for the Local Planning Authority's (LPA) approval, details of the means of providing additional noise mitigation and details of the means by which the NAR would be illuminated for its full length. It is difficult to be precise at this stage about the mitigation measures until we have had an opportunity to discuss with the LPA but we expect that low-noise road-surfacing, noise-fencing and flat-lens diffuser down-lighting will be given serious consideration. I will ensure that the Committee receives details once these are firmed up.

I hope this is helpful.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport



Cyngor Cymuned Llanfaes
Llanmaes Community Council

Clerc, 41 The Verlands, Y Bont Faen, Bro Morgannwg, CF71 7BY
Clerk, 41 The Verlands, Cowbridge, Vale of Glamorgan, CF71 7BY.

◆
Ffôn/Phone: 01446 773646
E Mail : jackie.griffin1@btopenworld.com

7th December 2009

Your ref: PET-03-227

Ms Val Lloyd AM,
Chair, Petitions Committee,
National Assembly of Wales,
Cardiff Bay,
Cardiff CF99 1NA

10 DEC 2009

NS AM.

Dear Ms Lloyd

Petition: Access Road in Llanmaes.

Thank you for your letter of 28th October enclosing the response from the Deputy First Minister and from Ms Nicky Bailey of the Department of Economy and Transport. The main points relevant to the petition are covered in the First Minister's letter, and we shall focus on these in our reply. In this reply, we contest a number of the conclusions expressed by the Deputy First Minister.

Public Consultation

p1 para 4: We would argue that the process of Public Consultation was one of 'hearing' not of 'listening'. In particular no attempt was made to take into consideration the unanimous views of local residents regarding the proposed route of the Northern access Road. In fact, during one of the public consultations in early 2009, a senior official of the WAG went as far as to deny that there had been any disagreement with the proposed route. It was largely this unresponsiveness which turned many of the local residents against the whole proposal. In fact the proposals for Access via West Camp were made in a public meeting held in St Athan on 9th December 2008, not March 2009 as specified p3 para 1 of the letter.

p2 para 2: Llanmaes Community Council was not involved in any discussions on the proposals in 2006. Individual letters were not sent to Llanmaes residents and no local exhibition was held in Llanmaes village hall. As a result most Llanmaes residents were unaware of the proposed development and were not party to any discussions. The public exhibition was NOT held in Llanmaes, the community to be most affected by the proposals.

Furthermore, the Community Council has no record of receiving a letter in 2006, but in any event the notification of Llanmaes Community Council by letter is totally inadequate given the large scale impact of such a massive development on Llanmaes residents.

....Continued

Consideration of Access from the West

P4 para 2: Reference is made to the 'suggestion submitted by a local resident' of an alternative access off the B4265 south of the existing West Camp access.. This alternative proposal was also submitted by Llanmaes Community Council to the Vale of Glamorgan Planning Committee as part of our policy of making a positive contribution to the proposals.

The comments and criticisms in Ms Bailey's letter (p2 paras 5 & 6) are virtually identical to those made of other considerations of access from the West despite both Llanmaes Community Council and Mr David Harris, a consultant civil engineer and designer of the alternative proposals, highlighting the ways in which these proposals overcame the earlier criticisms made by the WAG officials.

The major concerns were:

- The protection of national and local security from terrorism and
- The need to safeguard runway clearance.

Llanmaes Community Council maintains that this alternative scheme does not prejudice national or local security, or runway clearance. The scheme would meet the criteria laid down and should have the benefit of further examination in an independent review. The construction of the road proposed has been accepted as technically feasible, but no evidence has been provided of any attempt by the developers to design an alternative layout that could accommodate an internal access road, as well as satisfy the above security and safety requirements. In addition, no comparative costings have been offered (although requested and promised) of the proposed Northern Access Road and this cheaper alternative.

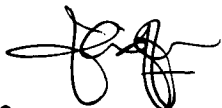
In more detail, Mr Harris has responded that his scheme would not prejudice national security since the proposed road does not go through the site but alongside it, and in any event it would be dedicated to the users of the DTC and ABP with its own security post. This is therefore no different to the existing security measures at West Camp. The proposed alternative road would follow the boundary of MoD land and connect with the proposed internal road providing access to the northern section of the ABP.


The alternative route proposed would not reduce the buildable footprint to any great extent and although a few buildings would need to be removed this would not comprise the viability of a scheme of this size (covering 400 hectares). The road itself would be shorter in length, would not require the construction of a bridge over the valley or such a complicated junction with the B4265. It would therefore be less costly, offsetting the loss of any developable land and allowing funding for the other infrastructure adjustments needed. Construction could proceed more quickly and provide the construction road needed. In addition, as the great majority of transport arriving at the site is expected to come from the East, this would significantly reduce the associated carbon emissions and obviate the need for the second access road planned for the aerospace business park.

Conclusions

We argue that both these matters should be addressed to the satisfaction of local residents before the WAG considers the construction of the Northern Access Road.

Yours sincerely



 Councillor Dafydd Stephens
Chair, Llanmaes Community Council.

cc. Jane Hutt AM, Chris Franks AM, Ieuan Wyn Jones AM and Carwyn Jones AM.

NS / AM

Response from the Deputy First Minister #3

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-252
Ein cyf/Our ref DFM/06458/09

Val Lloyd AM
Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
CF99 1NA

04 February 2010

Dear Val

Thank you for your letter of 1 December 2009 concerning the petition (PET-03-252) from residents of Boverton about the proposed Northern Access Road for the St Athan Development Scheme. I know that the Committee has also received comments from Llanmaes Community Council on my response to their petition (PET -03-227) on similar issues.

The delay in replying to your letter of 1 December is connected with related ongoing statutory procedures. The issues raised by both petitions (Boverton residents and Llanmaes Community Council) are currently being presented through written and oral evidence given at the Public Inquiry into the Draft Compulsory Purchase Order (CPO) for the St Athan Development Scheme. The Inquiry began on 12 January 2010 and is still sitting at the time of writing. These representations will therefore be considered by the Inspector who will in due course make his recommendations to Welsh Ministers for a decision to be made as to whether or not to confirm the CPO.

The Committee will be aware from my previous correspondence that there is extensive information on these issues which is in the public domain. This is as a consequence of the planning process that resulted in planning consent being granted for the Defence Technical College and the Aerospace Business Park and related infrastructure works. As planning permissions for the development have been granted, the decision of the local planning authority may only be challenged by Judicial Review.

In addition a considerable amount of evidence has been submitted by the various parties to the Inquiry being held into the proposed CPO. I am sure you will understand that in the circumstances it would not be appropriate for me to comment further on these two petitions. I take the opportunity, however, to clarify certain specific matters raised by the Committee. The information is contained in the Annex attached to this letter.

I will, of course, ensure that the Committee receives a copy of the Inspector's report and the decision of Welsh Ministers at the appropriate time.

Ieuan
Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Ffacs * Fax 029 2089 8198
PS.DeputyFirstMinister@wales.gsi.gov.uk

Annex (DFM/06458)/09

1) The Committee sought clarification on:

- Number of children of school age in the Service Families Accommodation (SFA)
- Overall Service Families Accommodation population

These issues are the responsibility of the Ministry of Defence. Their planning consultants advising on the SFA have informed my officials that the MOD has estimated a requirement for 533 SFA in association with the DTC development. It also estimates that about 70 existing SFA units will be available for use by DTC personnel producing a requirement for 483 new build SFA at St Athan. MoD has also estimated that the SFA houses will accommodate an average of 1.7 children per house: that is 821 children in total, based on 483 new build units. Assuming two adults per house, the total population of the new build SFA is estimated to be approximately 1787. The MoD has stated that these issues were considered by the Vale of Glamorgan as part of its assessment of the DTC planning application. The planning permission granted for DTC is based on the figure of 483 units.

Of the total 821 children, it is estimated that 246 will be aged 0-5, 296 will be aged 5-11 years and 279 will be aged over 11 years. The local education authority has estimated the spare capacity in local primary and secondary schools as at 2014 (the programmed date for opening the DTC) as 155 for primary schools and 119 for secondary schools. The legally binding agreement that accompanies the DTC planning permission requires the SFA developer to make appropriate financial contributions to the Vale of Glamorgan Council to fund the provision of additional nursery, primary and secondary education places.

A copy of the legally binding (Section 106) agreement is available on the Vale of Glamorgan website:

http://www.valeofglamorgan.gov.uk/living/planning/planning_applications/defence_technical_college.aspx

2) The Committee will find it helpful to know that in granting planning permission for the St Athan development scheme, including the Northern Access Road, the Vale of Glamorgan Council attached a number of important conditions. It follows that the commencement of development without firstly meeting in full the terms of any conditions that require the submission of details prior to the commencement of development will be a breach of planning consent. The developers intend to cooperate fully with the Council in meeting their responsibilities as regards the planning conditions.

3) The Committee will wish to note that as regards the proposed Northern Access Road, planning condition 13 states:

"No work whatsoever shall commence on the construction of the Northern

Access Road approved by this permission until such time as formal confirmation has been received in writing from the applicant / Ministry of Defence that the Defence Technical College (in its submitted form) is to proceed, and that a contract for the undertaking and financing of such development has been signed.

Reason:

Since the development of the Northern Access Road has been justified on the basis that it is strictly necessary to mitigate the highway impacts of the development, and it is therefore unacceptable to allow its construction until such time as LPA has been given satisfactory assurances that the project will be undertaken at the site."

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-227
Ein cyf/Our ref DFM/00276/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

28 February 2010

Dear Christine,

Thank you for your letter of 2 February about the petition (PET -03-227) against the St Athan Development access road from residents of Llanmaes community.

I am grateful for the Committee's continued interest in this matter and have, of course, noted the petitioners concerns.

However, it is inappropriate for me to comment on the issues raised for the reasons set out in my previous reply to the Committee. The two issues on which you have sought my view were raised in the recent Public Inquiry into the draft Compulsory Purchase Order for the Scheme as well as during the planning process before that. The Inspector will be making his report to me in due course and I am sure you will appreciate that I can make no more comment at this stage of the procedure.

I will, of course, ensure that the Committee receives a copy of the Inspector's report and my decision at the appropriate time.

Ieuan Wyn Jones

Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref: P-03-227/252
Ein cyf/Our ref DFM/00881/10

Christine Chapman AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

05 May 2010

Dear Christine

Thank you for your letter of 31 March requesting information on when the Inspector's Report on the draft St Athan Compulsory Purchase Order will be published and when a final decision on the Compulsory Purchase Order will be made.

Under the Compulsory Purchase by Ministers (Inquiries Procedure) Rules 1994 (SI 1994 No 3264), an Inspector's Report is normally published at the same time as the issue of a decision by Welsh Ministers on whether or not to make the Order. The Inspector's Report on the Draft Compulsory Purchase Order was received on 26 March and is currently under consideration.

Although there is no specific time limit for such decisions to be made, we hope to publish a decision before the summer recess, once the Ministry of Defence has announced whether or not it is proceeding with the Defence Technical College investment at St Athan.

The decision and the Inspector's Report will be published on our website at the appropriate time and I will ensure that the Committee receives a copy of both when they are published.

Ieuan

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-227/252
Ein cyf/Our ref DFM/01270/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

22 June 2010

Dear Christine

Thank you for your letter of 28 May about the two petitions relating to the proposed St Athan Development Scheme.

As indicated in my letter of 5 May to the Committee, Welsh Ministers do not anticipate making a final decision on the St Athan Compulsory Purchase Order (CPO) until the UK Government has clarified its position on the Defence Technical College (DTC) project at St Athan.

The Ministry of Defence (MoD) announced on 7 January this year that the project is on track for an investment decision in the summer. That remains the formal position. However, I understand that there are plans for MoD Ministers to provide an update to Parliament over the coming months and any implications of the Strategic Defence and Security Review on the Defence Technical College timetable will hopefully become clearer then. If this signals a delay in the DTC approval timetable, it will impact on the decision timetable for the CPO.

Ieuan

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport



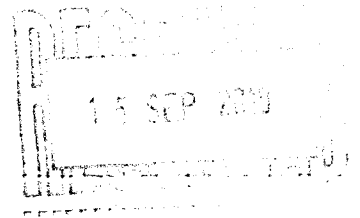
MINISTRY OF DEFENCE
FLOOR 5 ZONE B MAIN BUILDING
WHITEHALL LONDON SW1A 2HB

Telephone: 020 7218 9000 (Switchboard)

NICK HARVEY MP
MINISTER OF STATE FOR THE ARMED FORCES

Our ref: D/Min(AF)/NH MC03196/2010
Your ref: P-03-227

2 September 2010



Dear Christine,

Thank you for your letter to Liam Fox of 26 July about the Defence Training Rationalisation (DTR) project. I am replying as the Minister responsible for this subject.

As the Secretary of State said during the debate in the House on the Strategic Defence and Security Review (SDSR) earlier this summer, no area of defence is excluded from consideration. I can therefore confirm that DTR is being looked at within the framework of the review, but I would like to emphasise that work on the DTR project has not stopped but is continuing in parallel.

The SDSR is due to report its findings in the Autumn.

I hope this is helpful.

Yours,

Nick

NICK HARVEY MP

Christine Chapman AM
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA