

Vale of Glamorgan

Deposit Replacement Local Development Plan

Public Consultation

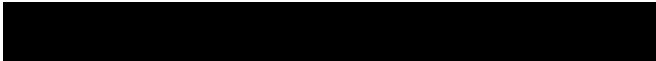
Local resident RLDP consultation feedback based on review of RLDP information and supporting documents as hosted on RLDP website <https://valeofglamorgan.oc2.uk/>

Site : HG1 KS1 North West Barry (Weycock Cross)

Objection

Topic: **KS1: Sustainable Transport and Highways**

Ref: NWB_RLDP_JVN_002

Submitted by: 

Date: 10th March 2026

HG1 KS1: Sustainable Transport and Highways

Ref: NWB_RLDP_JVN_002

I object to the allocation of land at Weycock Cross (North West Barry) within the RLDP due to the unacceptable impacts on congestion, air quality, noise, and the absence of viable active-travel and public-transport options.

A detailed review of the transport evidence base— *Persimmon Homes/Asbri Draft Transport Assessment, BP14 Strategic Transport Assessment (Stage 1)* and *BP14A Strategic Transport Assessment (Stage 2)*—reveals clear inconsistencies with Planning Policy Wales (PPW) Edition 12, TAN 18, and the Well-being of Future Generations (Wales) Act according to the following criteria:

1. Congestion

Weycock Cross already operates close to capacity ($RFC > 0.8$) during peak periods. Modelling within BP14A demonstrates that, under the RLDP scenario, the junction will frequently operate **over** capacity, with critical failure predicted even when only the contribution of the North West Barry site is considered.

The Persimmon Draft Transport Assessment acknowledges that, with committed development, traffic conditions at Weycock Cross will be “extreme and unacceptable” and “over capacity”. Despite this, it concludes that the North West Barry site’s impact is “marginal and inconsequential” when viewed in the context of wider RLDP growth. This reasoning is circular: the presence of significant traffic growth elsewhere does **not** diminish the material impact of **this** site. PPW and Future Wales prioritise **reducing traffic growth and car dependency**, not expanding junction capacity.

TAN 18 and PPW require **cumulative** impacts to be assessed, particularly where the network is already stressed. The HG1/KS1 assessments rely on small percentage increases (1.3–3.4% from North West Barry alone) to downplay the site’s impact, while disregarding the fact that even minor increases can push an already failing junction into severe congestion.

There is a substantial risk that proposed mitigation measures will **not** deliver the required improvements, **nor** will they be implemented before occupation. This would leave both **new and existing** residents facing prolonged periods of **unacceptable congestion**.

2. Data Quality and Modelling Validity

The transport modelling is incomplete, weakly evidenced, and methodologically inconsistent. The Persimmon Draft Transport Assessment relies entirely on a single day of traffic data collected in September 2023, while BP14 and BP14A provide no information regarding how or when their data was gathered, raising concerns about validity, representativeness, and provenance.

The required signalised access junction for the North West Barry site has not been assessed cumulatively and no network or corridor-wide analysis is included. This omission represents

a significant evidence gap; while the TA refers to “platooning” and improved control, the linked-junction modelling indicates that signalisation will inevitably prioritise site traffic and increase delays on Port Road, pushing the wider network close to or beyond capacity.

Introduction of a signalised access junction would increase stop–start conditions, not only at the junction but at Weycock Cross roundabout and the feeder roads beyond, leading to increased vehicle emissions and noise.

3. Absence of Air Quality Assessment

Despite the consequential increase in pollution the development will incur, none of the three Transport Assessments include or reference any Air Quality Assessment (AQA), despite clear policy triggers and acknowledged existing congestion at Weycock Cross. This omission directly contravenes PPW12 (Chapter 6), TAN 18, and the Well-being of Future Generations Act.

The absence of air-quality assessment evidence alone renders the proposed allocation unsound and unsuitable for inclusion in the RLDP.

4. Active Travel and Sustainable Transport Deficiencies

Active-travel provision is weak, indicative, and non-compliant with statutory requirements. The assessments fail to account for the site’s inherent constraints, including its topography and distance from key destinations. The nearest train station is a 30–40-minute uphill walk, making walking a completely impractical option for most residents.

The Deposit Plan states that the site *“benefits from bus stops in close proximity providing buses to Llantwit Major, Cardiff and the centre of Barry”*. However, it omits the fact that these services do not provide meaningful commuting options. For example, the B2 service operates hourly, beginning at 09:42 and ending at 15:52—unsuitable for commuting to work or education, while none of the existing bus services connect Weycock Cross with Barry train station at any time of day. While developers may propose or even promise to fund new services under S106 agreements, such commitments are not guaranteed, and public finances cannot be relied upon to sustain them.

The Persimmon Draft Transport Assessment does not adequately test or evidence whether this greenfield/Green Wedge, edge-of-town site can support a sustainable pattern of travel. It moves rapidly from trip rates to junction modelling without assessing the frequency, quality, or directness of bus, walking, or cycling routes to key destinations. PPW and TAN 18 require a sequential approach: accessibility and location **first**, followed by network impacts.

5. Conclusion

Given the substantial gaps, inconsistencies, and methodological weaknesses in the transport evidence base, it cannot reasonably be claimed that meaningful consultation has taken place on this critical issue. The allocation of land at North West Barry (HG1 KS1) is not supported by robust, policy-compliant transport evidence and should therefore be removed from the RLDP.