



VISION STATEMENT

Land West of St Athan / Sain Tathan

DECEMBER 2022



**Hallam Land
Management**

VISION

The Land West of Saint Athan provides an opportunity to provide an integrated addition to the village, with new community facilities and an inclusive mix of up to circa 600 new homes. Its delivery can offer a range of dwellings to support the sustainable growth of the settlement, whilst complimenting the growing function of the Bro Tathan Enterprise Zone and enhancing St Athan’s strategic accessibility.

The site is free from fundamental constraints that could preclude development and is sustainably located close to St Athan Park and the services within St Athan. The land is able to accommodate additional green facilities to sit directly alongside, providing an extended green heart for the settlement. A series of multi-functional green corridors will connect with this valuable facility, accommodating active travel and a Sustainable Drainage System. In addition to a range of further play opportunities, the emerging proposals include a community orchard and allotments.

As well as a network of active travel routes, the site has the potential to improve public transport for St Athan by potentially providing a railway station to serve St Athan and deliver a vehicular access into the southern portion of the Bro Tathan Enterprise Zone. The proposals can importantly also improve the situation for vehicles, pedestrians and cyclists in the local area, with a series of measures already identified including along Llantwit Road.



CONTENTS

Introduction 1

Placemaking 2

Site Location 3

Site Overview 4

Site Constraints & Opportunities 5

Concept Masterplan 6

An Integrated Addition 7

Conclusion 8



Issue record			
Date	07/12/22	08/12/22	12/12/22
Document	Draft	Draft	Final
Revision	/	/	/
Author	CL	CL	CL
Checked	MD	MD	MD
Authorised	MD	MD	MD

INTRODUCTION TO HALLAM LAND MANAGEMENT

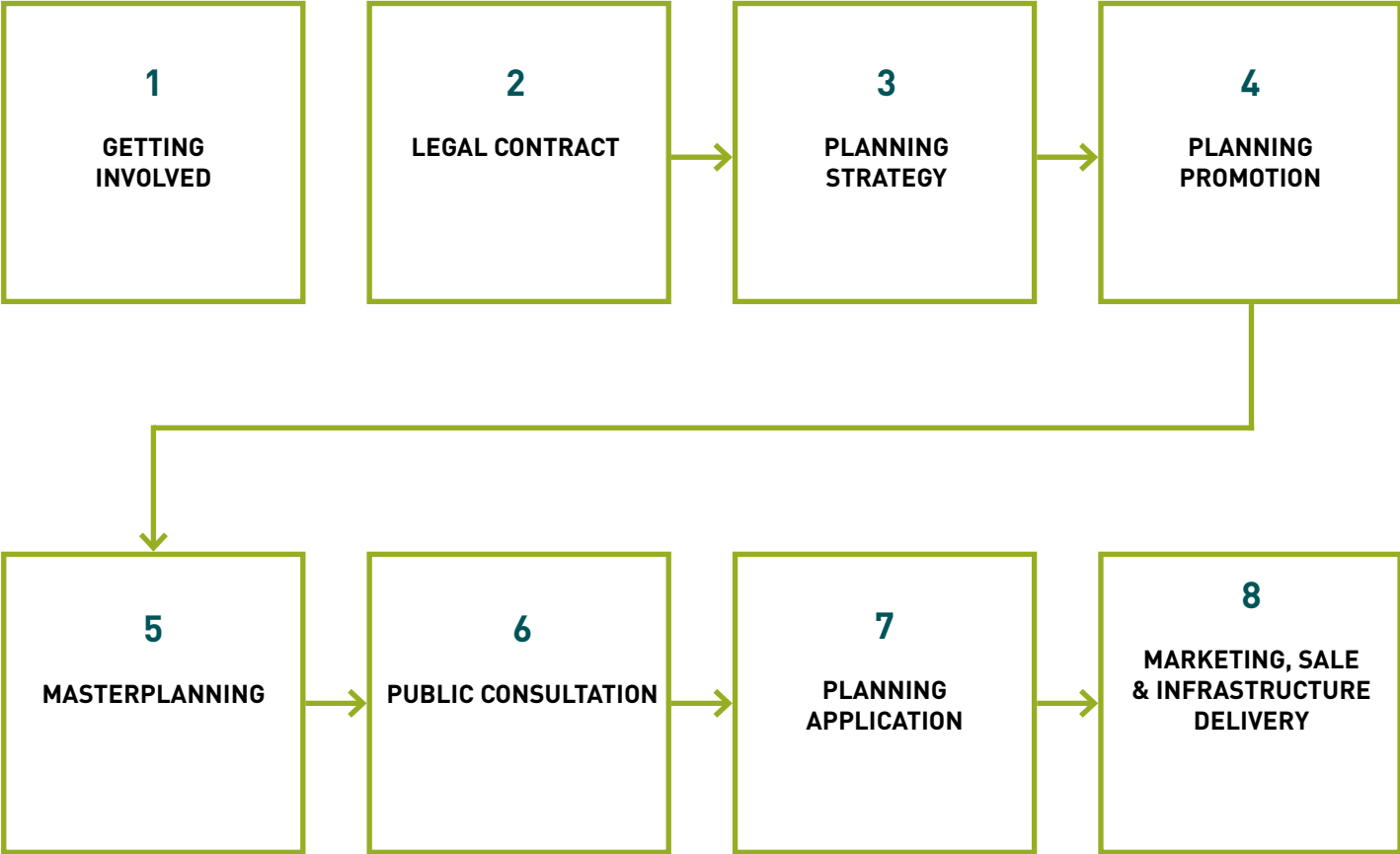
This Vision Statement has been prepared by pad Design on behalf of Hallam Land, with input from a specialist team including planners, ecologists, landscape architects, transport consultants, and drainage engineers. The document provides conceptual proposals for Land West of St Athan.

Hallam Land Management Ltd (“Hallam”) is the strategic land arm of Henry Boot PLC and is one of the UK’s most well established and successful land promoters. Hallam operates throughout England, Scotland and Wales from 7 regional offices working with landowners, developers, local authorities, communities and other parties to bring forward development opportunities. Hallam has been in operation since 1990, specialising in obtaining planning permission and delivering larger schemes including new communities and urban extensions.

Hallam specialise in the delivery of larger schemes including new communities such as Cranbrook near Exeter (currently 3,500 dwellings, growing to 7,500 dwellings) and strategic urban extensions such as Kings Down, Bridgwater (2,000 dwellings and 60 acres of commercial land) and Bridport, Dorset (760 dwellings and 10 acres employment land). Hallam therefore have a demonstrable track record of delivery.

Their role would be to facilitate development by securing outline planning permission and potentially delivering infrastructure on the site. Hallam will then dispose of the site, either as a whole or in phases, to a single or multiple housebuilders / housing associations.

Hallam Land tailor our approach to each individual site, the process usually involves the following eight steps:



SITE LOCATION

In planning policy terms, St Athan is identified as a Primary Settlement, the third tier of the settlement hierarchy, whilst the Village’s relationship with the Enterprise Zone has meant that the adopted Local Development looks to direct a large proportion of growth in this location.

The Village has a range of facilities including a primary school, play and sports facilities, a fuel/service station, places of worship, two public houses, three community halls, a library, post office,

two doctors’ surgeries, a pharmacy, three general stores, three hairdressers, and a take away.

St Athan lies in the Vale of Glamorgan, approximately 8 miles (13 kilometres) west of Barry on the B4265, with Cardiff airport lying in between and the Bristol Channel around 1.5km to the south. The site adjoins the western edge of St Athan site, with the Bro Tathan Enterprise Zone lying to the north-west. The site will be served by the B4265 which runs alongside it.



Site location map highlighting key active routes around the site



St Athan Local Centre has a range of facilities, including The Three Houseshoes public house, set around the church



The Community Centre and St Athan Park, facilities including two sports pitches and skate park, lie east of the site



View from bridge to south-west of the site showing the railway boundary between land parcel (A) and land parcel (C)



St Athan local centre includes shops and a library



St Athan Park immediately adjoins the site



The recently constructed St Athan’s Co-op



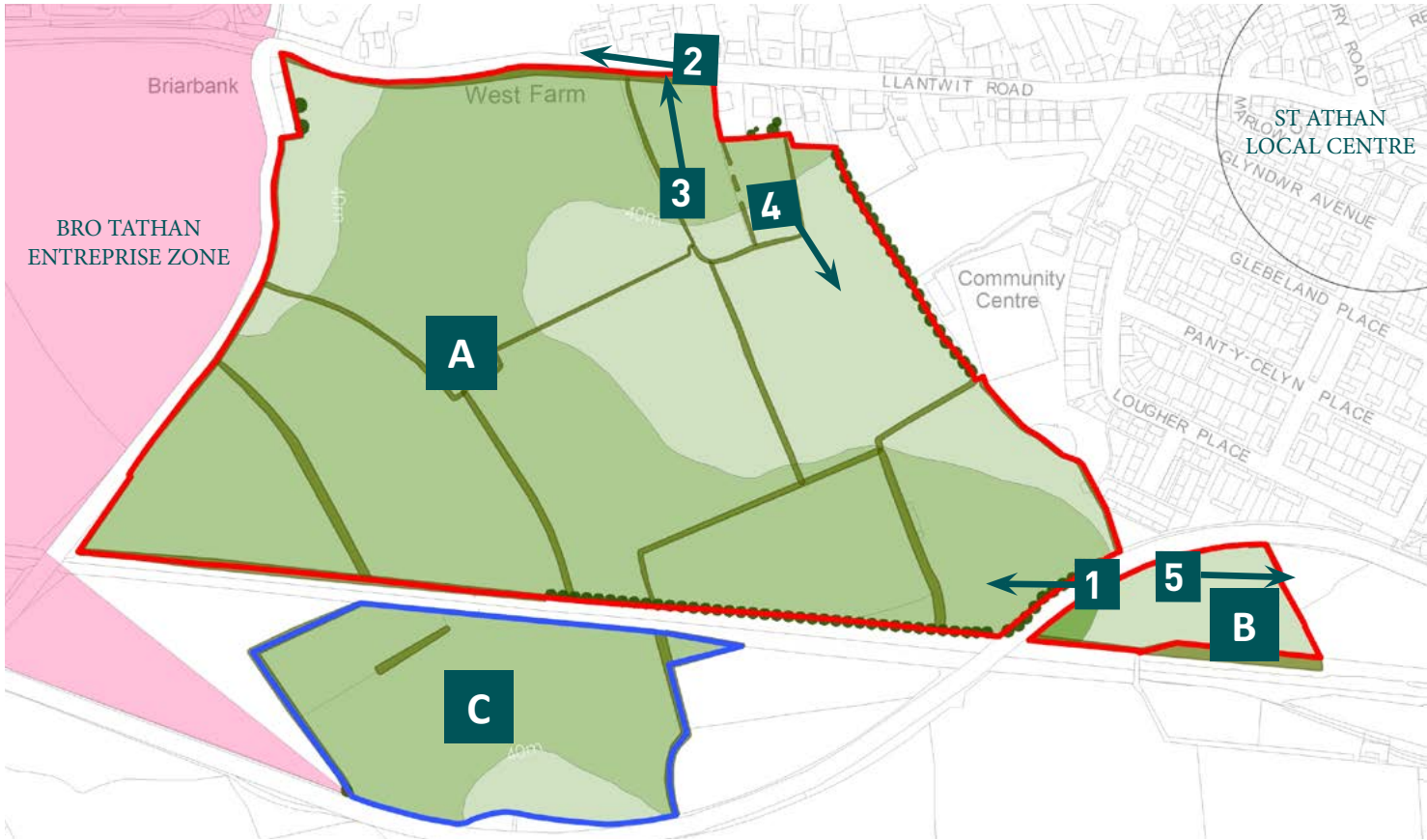
The park includes a play area and Multi-Use Games Area

SITE OVERVIEW

Each of the site’s three land parcels sit along the B4265 and are adjoined by the Vale of Glamorgan Railway Line. The site is divided into three parcels of land: the largest (A) and smallest (B) sections are intended for residential development, whilst intermediary land parcel (C) will be retained for potential development associated with a new railway station and / or biodiversity enhancements should they be required. Land (A) is approximately 28.2ha/ 69.6ac, land (B) is approximately 1.5ha/ 3.7ac, and land (C) is approximately 5.5ha/ 13.5ac.

Vehicular access will be taken to each of the parcels from the B4265, while the larger parcel (A) can also be connected to the Llantwit Road to provide an improved route to the existing employment land and help to improve traffic conditions on the relatively constrained eastern section of that highway.

Each of the three parcels are relatively level, with vegetation restricted to the site boundaries, apart from a series of field hedgerows which define the internal field structure. Many of these will be retained and enhanced within the emerging masterplan proposals. The fields are crossed by several Public Rights of Way, including two crossings of the rail line, one at-grade to the west and another by footbridge to the east. Between these two points the B4265 crosses the rail line by a road bridge.



Llantwit Road adjoins the site’s northern boundary (left) with hedgerow to be retained



The northern boundary is overlooked by dwellings including the Listed West Farm



The site is relatively level, crossed by several PRowWs and includes a series of gappy hedgerows



Vehicular access will be taken from the B4265 with a safe pedestrian crossing provided



Parcel C adjoins the B4265 to the north (left) and railway line (right) and is also relatively level

SITE CONSTRAINTS & OPPORTUNITIES

Topography

- All three parcels of land are relatively flat, with a minor inclination on the west boundary as well as on Llantwit Road, which leads to Bridgend. Accordingly, there is no sense of overlooking from adjoining higher land.
- The sites themselves do not sit on higher ground, and so the risk of them overlooking existing dwellings is minimal.

Landscape

- Opportunity to provide enhanced open space offering grassland with a variety of hedgerows running through the area and along the boundary edges.
- The Vale of Glamorgan railway line and the B4265 road run along the southern boundary of the biggest land parcel, forming a hard boundary between all three land parcels. The townscape is mostly dominated by large utilitarian buildings

Ecology

- The existing hedgerows are relatively sparse and have the potential to be strengthened with new planting
- There is limited ecological value beyond the hedgerows, many of which are in poor condition, albeit further survey work is to be undertaken at planning application stage.

Access

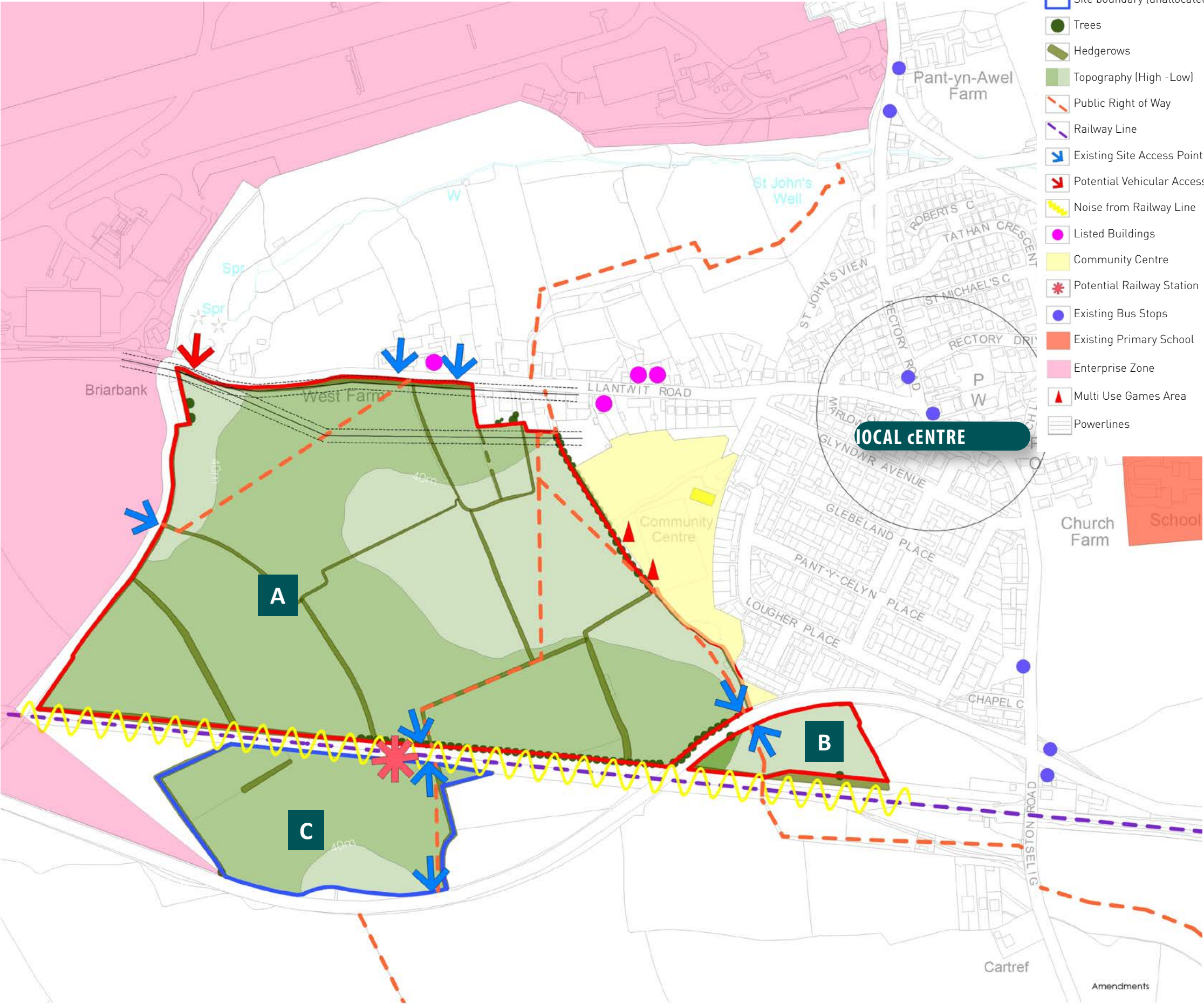
- The northern boundary of land A is currently accessible via Llantwit road, whilst southern boundary is currently accessible via the B4265 road and the railway.
- Llantwit road offers access to St Athan's local centre, which is approximately 600m from land (A) and 550m from land (B).
- St Athan Road is the primary road that connects St Athan to Cowbridge (about 6.9 kilometres north of the land (A)). There is good pedestrian access to all land parcels.

Heritage

- A Scheduled Ancient Monument located below ground, along the north-westerly corner of the site. Offset/buffer planting to be considered.
- Listed buildings located along the north eastern boundary to be taken into account. Offset / buffer planting to be considered

Community

- Improved footways along Lantwit Road for existing residents as well as the site
- Land for St Athan Railway Station
- Link to southern part of Bro Tathan Enterprise Zone



PLACEMAKING

‘Placemaking’ forms a key concept upon which many national and local planning policies are based, including both the Future Wales and Planning Policy Wales documents. The vision for development at Land West of St Athan is based on the principles of good placemaking, with indicative proposals included within this Statement aimed at informing future design work.

Future Wales

The ‘National Development Framework Future Wales – The National Plan 2040’ sets out the Welsh Government’s strategy for addressing key national priorities through the planning system. It states (on page 65) that “Placemaking is at the heart of the planning system in Wales and this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration”.

Policy 2 (below) of Future Wales sets out that urban growth and regeneration should be based on a series of strategic placemaking principles (which are central to the indicative proposals at Land West of St Athan.

Planning Policy Wales

Placemaking is also at the heart of PPW 11. Placemaking is defined at Page 14 of PPW as follows: “Placemaking is a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness, and well-being in the widest sense. Placemaking considers the context, function and relationships between a development site and its wider surroundings”.



Future Wales Policy 2–Shaping Urban Growth and Regeneration–Strategic Placemaking

The growth and regeneration of towns and cities should positively contribute towards building sustainable places that support active and healthy lives, with urban neighbourhoods that are compact and walkable, organised around mixed use centres and public transport, and integrated with green infrastructure. Urban growth and regeneration should be based on the following strategic placemaking principles:

- creating a rich mix of uses;
- providing a variety of housing types and tenures;
- building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;
- increasing population density, with development built at urban densities that can support public transport and local facilities;
- establishing a permeable network of streets, with a hierarchy that informs the nature of development;
- promoting a plot based approach to development, which provides opportunities for the development of small plots, including for custom and self builders; and
- integrating green infrastructure, informed by the planning authority’s Green Infrastructure Assessment.

Placemaking within Land West of St Athan

The principles of good placemaking at the heart of the proposals are included within this document, and reflect planning policies including those within Future Wales and Planning Policy Wales. This includes:

- residential development as part of a local mix of uses, including extensive employment and community uses;
- potential for an inclusive variety of housing types and tenures;
- development within walking and cycling distance to a range of local facilities and opportunities for local public transport improvements including accommodating bus services and a new railway station;
- provision of active and social spaces, including local nodes to aid way-finding;
- an appropriate residential density is proposed to support public transport and local facilities;
- a masterplan based around a permeable network of streets, with a distinctive hierarchy that aids legibility and includes extensive street trees;
- opportunities to explore the potential for custom and self build; and
- extensive green infrastructure is integrated within the proposals including green corridors, a Sustainable Drainage System, extended parkland with sports, play and community allotments and orchard.

CONCEPT MASTERPLAN

The Concept Masterplan has been designed to promote good placemaking. The plan shows how legible development may be delivered within a framework of new and retained planting, to respond sensitively to its landscape setting – including new green uses adjoining the existing St Athan Park and sports facilities. It can deliver up to circa 600 new homes, with circa 42% of the site as Green Infrastructure.

Landscape

- 1 Multi-functional landscape edge to north, with active travel routes, surface water attenuation, new and retained planting and providing a sensitive setting for Listed buildings and Scheduled Ancient Monument
- 2 North-south green corridor including retained hedgerow, new planting and swales
- 3 Community allotments and orchard
- 4 Neighbourhood Equipped Area of Play (NEAP)
- 5 Local Equipped Area of Play (LEAP)
- 6 New sports pitch sitting adjacent to existing pitches
- 7 Parkland sitting alongside St Athan Park accommodating retained and diverted sections of Public Right of Way (PRoW), retained hedgerow and drainage
- 8 Surface water attenuation within Green Infrastructure
- 9 Multi-functional setting for south-east parcel, including Local Area of Play (LAP) and drainage
- 10 Landscape edge alongside railway line with footpath network and swales
- 11 Retained hedgerows, strengthened with new planting
- 12 Open space with second LEAP and attenuation pond
- 13 Landscape edge with retained hedgerow alongside lane

Development

- 14 Feature buildings at the gateway to development
- 15 A range of residential densities across the development to create a varied character and aid placemaking
- 16 Potential St Athan Parkway Railway Station
- 17 An increase in scale and density at key nodes
- 18 Built form to face the public realm

Access

- 19 Roundabout access from B4265 with safe pedestrian crossing
- 20 Tree-lined primary street as part of a distinctive street hierarchy
- 21 Retained PRoW network to support active travel
- 22 Potential improved crossing of railway
- 23 Potential railway station / transport interchange
- 24 Pedestrian access to lane
- 25 Potential future highway link to proposed Enterprise Zone (Subject to further consideration)
- 26 Retained PRoW access to site
- 27 Network of active travel routes (including diverted PRoW) within landscape edges
- 28 Pedestrian link towards employment area
- 29 Internal highway loop to support potential bus service
- 30 New highway connection to (and helping to reduce traffic along the eastern section of) Llantwit Road, providing a better route to existing employment uses
- 31 Pedestrian access to Llantwit Road
- 32 Foot/cycle link to Llantwit Road
- 33 Retained PRoW access from Llantwit Road
- 34 Pedestrian footway improvements along Llantwit Road
- 35 Improvements to Gileston Road and B4265 Cross Roads
- 36 Potential extension to St Athan Park and green space
- 37 New foot/cycle path alongside the B4265
- 38 PRoW route across footbridge to south

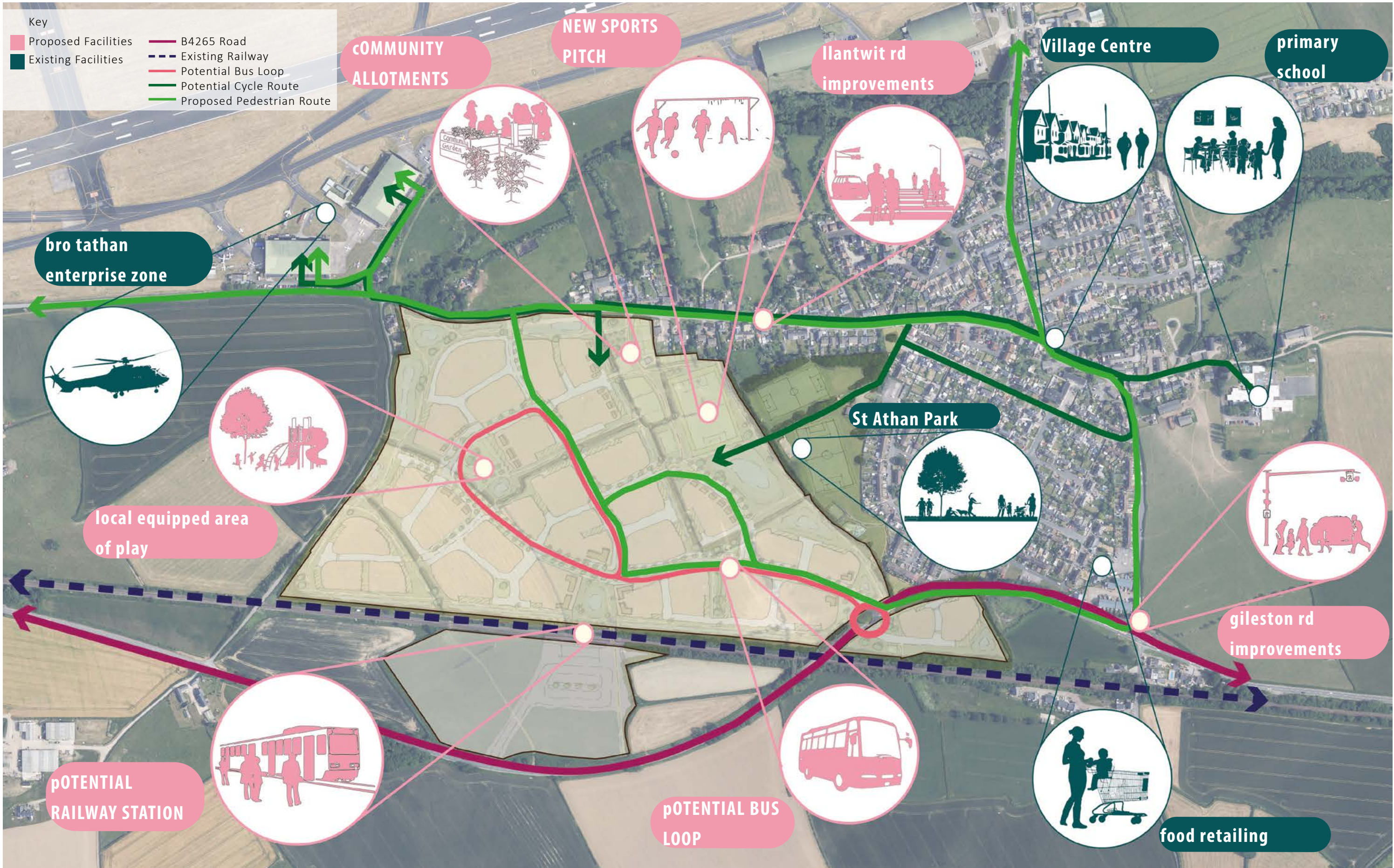
Context

- 39 Community Centre with two sports pitches and skate park
- 40 Play area and MUGA
- 41 St Athan Local Centre with a range of facilities
- 42 St Athan Primary School
- 43 Co-op foodstore
- 44 Proposed Enterprise Zone



AN INTEGRATED ADDITION

The evaluation of information obtained during the initial assessment of the site and its context, has helped shape a clear and robust vision and a series of development objectives as set out below.



CONCLUSION

This Statement outlines Hallam Land’s vision for a sustainable residential development at Land West of St Athan. It forms part of a Candidate Site submission to the Vale of Glamorgan Council.

An integrated, landscape-led development is envisaged. The initial concept design indicates that the site is capable of accommodating an inclusive mix of up to circa 600 new, high quality dwellings with associated green and blue infrastructure. It sets a vision for future design to create a logical integrated extension to the village, to be delivered at a density and urban grain that is appropriate to the site’s context, with the potential to facilitate an active travel corridor alongside the B4265 road.

The indicative proposals support a housing allocation which delivers upon the key national policy objectives as set out below.

Placemaking

- Community Focused
- Potential Cohesive Links with Employment Sites
- Nature Preservation
- Improved Transport Infrastructure

Sustainable Transport and Active Travel

- Potential Bus Loop
- Potential Railway Station
- Improved Cycle Network
- Improved Pedestrian Network

Green and Blue Infrastructure

- Multi-functional Landscape Areas (circa 42% of the site)
- New Sports Pitch
- Sustainable Drainage Systems

The accessible and well-contained site at St Athan is considered to represent the most logical location for housing expansion over the replacement plan period directly adjoining the Key Settlement of St Athan. Hallam Land look forward to working with the Vale of Glamorgan Council to deliver our vision for a high quality, integrated residential extension to St Athan of up to circa 600 dwellings.

