

Paul Williams being just two) regarding the anomalies in Redrows' application and the conflict with the Planning laws.

I am still waiting an outcome to my letter of the 22 April 2012 regarding my objections to the LDP.

Some personal practical observations regarding the Development.

I live in a rural village and as such am aware of the short falls in the amenities that are afforded to me .

There are times in the village when I can't get to my house for cars parked in the road on pavements and verges.. This could be because of a function in the school, a wedding or funeral in the church. This proposal would only further congest an area which at times is saturated with cars. A further 79 homes with the potential of at least 140 cars can only cause further problems.

Unlike Redrow I dont think a bus every 1/2 hour is high frequency and they haven't taken into account the cost of an adult return ticket (£6.90) from the village to Culver house Cross. To take a child to the nearest doctors over £11.00.....

Consequently the use of cars for short journeys is inevitable, and for those without a car the cost of public transport is prohibitive. This cost is going to fall too those who can least afford it, e.g those in social / affordable housing or the elderly.

Walk and you have the Tumble on the A48 to contend with plus the dubious footpaths. From experience this is a very unpleasant walk with cars lorries and the occasional bus going passed at up to 60 miles an hour. During the winter the footpaths in places are mud pools and in the summer covered with brambles.

We have no doctors shop post office or public house in the village. The nearest leisure center in Ely is approx 3 miles away

Redrow have highlighted Dyffryn House and Cottrell Golf Resort as amenities for the village

Dyffryn House is on the opposite side of the A48 down a country lane with no footpath. Since become a National Trust property the

traffic has increased and making walking hazardous and specifically unsafe with children.

Cottrell Golf Resort is just that a golf club an amenity that would not be used by many and is expensive.

Ref to your communication on 5th February 2014 to

Mr muir
Harmers Ltd
29 Lambourne Crescent
Llanishen

"Overall I would advise that an application would be premature and currently contrary to policy for any residential development on the site as proposed in submitted documentation.

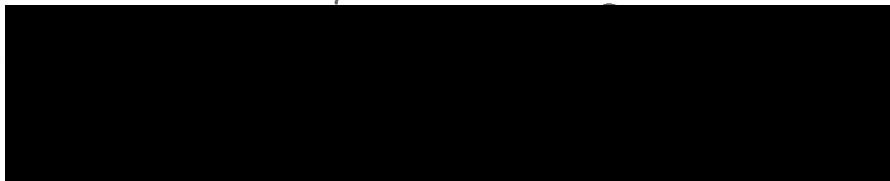
It is considered that there would be no justification relating to housing land supply for allowing this proposed development at this time. It is therefore my opinion that an application at this site would be unacceptable in principle, as a form of residential development wit in the open countryside."

I couldn't agree more with the sentiment expressed by yourself in the above communication.

St Nicholas is gateway to the Vale and to see a large development from the A48 just before you enter a conservation area would be a blight on the land scape. Even more so when a dwelling in the conservation area has been demolished to make way for a road.

I object to this planning application and request the council to refuse this planning permission and any other that may relate to all or part of MG2 -43 until the formal adoption of the LDP (as revised).

Yours sincerely



Vivienne Truran

RECEIVED
1 APR 2014
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

R M Truran

5 Ger-y Ilan
St Nicholas
Vale Of Glamorgan
CF5 6SY

30 March 2015

Mr Steven Rennie
Planning Department
The Vale Of Glamorgan
Dock Office
Barry
Cf36 4RT

Planning Application by Redrow Homes (South Wales) Limited - Land to the East of St Nicholas

Your refs.: 2015/00249/FUL & 2015/00283/CAC

I wish to object to the above planning applications for development of 79 houses on land to the east of St Nicholas & the demolition of Emmaville on the A48..

This application is premature

The Deposit Local Development Plan (LDP) is currently being processed by the Vale of Glamorgan Council (VOGC). I have previously registered my objections to this, as have numerous other residents of St Nicholas, on the basis of a large number of errors and wrong conclusions made by the authors of the LDP. These objections and the consideration that should be given to them have not yet been through the required due process.

They have not to my knowledge been considered by the Inspector that should be appointed by the Welsh government to examine them. The land to the east of St Nicholas that is the subject of this planning application forms part of the allocated site number MG2-43 which should be deleted from the LDP on numerous grounds as set forth in my objections to the LDP.

Redrow seem to have deliberately made this planning application in the middle of a constitutional process. This process is specifically designed to enable all citizens to have their voice and opinion heard

to try and prevent such flawed developments

For the planning officers of the VOGC to give permission for this planning application to proceed would make a mockery of the planning process in that the constitutional objections would be ignored before due consideration by the Inspector. This application has been lodged during a period when consideration of the LDP is still ongoing.

To grant permission now for this application to go ahead would be an abuse of the planning procedure. It would undermine the professionalism of planning officers, by subverting the very planning process itself.

The VOGC has already confirmed that it currently has no shortfall in the 5-year supply of land for housing.

Therefore there is no apparent justification in considering this application at this time, before the formal adoption of the LDP after the Inspector's report.

The application is premature and should not be considered as the site forms part of MG2-43 which should be deleted from the LDP, as suggested by many persons, whose objections ought constitutionally to be under consideration at present. This should disallow this application from being considered further, as allowing it to proceed would wilfully consign constitutional objections to dismissal by planning officers or the VOGC, rather than by the Inspector.

I find there is no need for me to reiterate the questions that have already been raised regarding this application.

Dr Paul Williams and Mr Tim Knowels, concerned members of the St Nicholas Community have made full detailed written representations regarding the anomalies in Redrows' application and the conflict with the Planning laws. (Permission given to use both names).

My letter of the 22 April 2012 regarding my objections to the LDP remains relevant to both these applications.

I choose to live in an old rural village with few or no modern amenities. As such, I am aware of and accept the short falls in the amenities that are afforded to me . No Doctor's Surgery, Shop or Post Office. All of these do require frequent short car journeys which is contrary to the Vale's Objective 3 in the Development Plan "To reduce the need for the VOG residents to travel to meet their daily needs and enabling greater access to sustainable forms of Transport".

Consequently the use of cars for short journeys is inevitable, and for those without a car the public transport is served by an expensive twice hourly bus

service to Cardiff and Cowbribge / Porthcawl. Redrow's statement of the village having a high frequency bus service is rather exaggerated.

There is no rail link the nearest being in Cardiff.

Walking the 2 miles to Culverhouse Cross to the shops along the A48 can be a very unpleasant experience with dubious footpaths. cars, lorries and the occasional bus speeding close by. The return journey negotiating the steep A48 Tumble Hill.

Redrow have highlighted Dyffryn House and Cottrell Golf Resort as amenities for the village .

Dyffryn House is on the opposite side of the A48 down a country lane with no footpath. Since becoming a National Trust property the traffic has increased greatly making walking hazardous and specifically unsafe with children.

Cottrell Golf Resort is just that a golf club an amenity that brings more traffic through the village using the A48.

Objective 4. VOG LDP. "To protect and enhance the Vale of Glamorgan's Historical Built and Natural Environment".

The application to demolish " Emmaville" on the A48 road. This house is within the Conservation Area and demolishing it would not enhance but would greatly detract from the village. Replacing it with a road entrance to the proposed development would itself detract from the other houses in its vicinity.

**In your communication on 5th February 2014 to
Mr Muir,
Harmers Ltd.
29 Lambourne Crescent,
Llanishen. Cardiff.**

"Overall I would advise that an application would be premature and currently contrary to policy for any residential development on the site as proposed in submitted documentation.

It is considered that there would be no justification relating to housing land supply for allowing this proposed development at this time. It is therefore my opinion that an application at this site would be unacceptable in principle, as a form of residential development within the open countryside."

I am in complete agreement with the sentiment expressed by yourself in the above communication. I hope that this is conveyed to the Planning Committee.

St Nicholas is an area of architectural and historical interest which would be visually altered if its farmland approach from Cardiff was developed. This is a Greenfield site which is currently stopping the encroachment into the open countryside. It forms the 'Gateway to the Vale' and a barrier to Cardiff. Over countless years the sympathetic and responsible planning granted by previous Committees has ensured that VOG objective 4 is available to the current committee to uphold and pass to future generations.

I object to this planning application and request the council to refuse this planning permission and any other that may relate to all or part of MG2 -43 until the formal adoption of the LDP (as revised) has been agreed.

Yours sincerely


R M Truran

RECEIVED
2 APR 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

6 Ger y Llan St Nicholas Vale of Glamorgan CF5 6SY

Mr Steven Rennie
Planning Department
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

29 March 2015

Dear Sir

Your refs: 2015/00249/FUL & 2015/00283/CAC

re Planning Application by Redrow Homes - South Wales Ltd. Land to the East of St Nicholas

We wish to record our objections to the above planning applications and feel that the proposals are unsound and contrary to the development policies of the Vale Council on the following grounds:

LDP 2011-26

In our original letter to the Vale Council dated 6 December 2013 (Representor ID 5062) we felt that the plan was unsound and recommended that the Planning Inspector delete the village from the Deposit Plan.

Redrow is seeking to obtain planning permission for 79 properties on the same parcel of land before a decision has been made by the Planning Inspector in respect of the Vale of Glamorgan. We feel any decision should be deferred until such time as the publication of the LDP expected early summer.

ST NICHOLAS

St Nicholas is an ancient village with a strong rural heritage and is the gateway to the Vale. It is designated a Special Landscape Area. We wish to protect the historic and cultural qualities of the village. The inclusion of this large open area of countryside for housing development will create further urbanization and bring the Vale closer to Cardiff. The proposed development disregards the boundaries of the village that have been protected for many years.

HOUSING DENSITY

The size of the proposed development is out of proportion to the present size of the village and will result in a disproportionate increase in the number of dwellings from 144 to 223, an increase of 65%. A planning application submitted in 2009 for 14 properties on part of the proposed site was refused as it was classed unsustainable due to its location and the reliance on public transport for the residents. The Plan recommends 22 affordable houses to be included. Figures prepared by the Vale Planning Department show there is minimal demand for this type of housing in the East Vale. There is currently a land bank equivalent to 7.3 years within the Vale, which makes this development unnecessary. The proposed density exceeds that recommended by the Welsh Government.

SECRET

TRANSPORT AND HIGHWAYS

The increase in traffic of up to 160 vehicles that will result from the proposed development will further restrict traffic flow through the village. The A48 is a busy arterial route which at peak times is congested causing great difficulty in turning right from the northern side of the village. If the proposed developments in Cowbridge, Bonvilston and other areas west of St Nicholas are approved, this will further aggravate traffic flow. Culverhouse Cross is an area east of the village which is well known for bottlenecks. This will be further aggravated by the expected increase in visitor numbers to Dyffryn Gardens which this summer has exceeded projected visitor numbers since being taken over by the National Trust in 2013. It is anticipated visitor numbers will increase from the current 75,000 to 250,000 within 5 years.

Recent assessment of traffic flow through the village has shown a congestion rate of 61%. These figures have been shown to be inaccurate and the true figure when other highway factors are considered is over 90%.

It is proposed that the A48 should be trunked from Culverhouse Cross to the Airport in order to improve traffic flow. This was the subject of a Public Enquiry in 2009 and was rejected. None of the plans formulated in the past 10 years to improve congestion at Culverhouse Cross has materialised and the planning proposals if implemented can only result in a worsening of the congestion and lead to gridlock at most times of the day.

ACCESS

The proposed demolition of "Emmaville" for access is inappropriate within a conservation area. That part of the A48 is narrower and is opposite a private nursing agency which is sited on the former Old Police Station. There are occasions when cars parked outside have to park on the pavement causing congestion. Access when turning right will be difficult and dangerous as it is close to the 30mph sign which is ignored by many motorists.

We understand that a proposal for additional housing to the east of the proposed Redrow development is due to be submitted shortly with its own designated access. This will result in two potentially dangerous access points one of which will be in a derestricted area.

LACK OF AMENITIES

There is a lack of amenities in the village with no shop, no pub or surgery and no post office. Public transport is limited to a half hourly service with restrictions at night and weekends. The cost of a return bus fare to Culverhouse Cross is £6.90. This will make it more likely that car use will increase contrary to Welsh Government policy.

POPULATION PROJECTIONS

The 2011 census confirms a need to reduce the number of proposed homes to be built up to 2026 from 10000 to 6500.

In summary we feel the objections raised above make the Redrow development in St Nicholas unsustainable and should be rejected. The presumption in favour of development should not apply.

[REDACTED]

[REDACTED]

Mrs Susan Knogle

Bowen, Dawn

From: [REDACTED]
Sent: 31 March 2015 22:08
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00283/CAC
Attachments: OBJECTION LETTER Andrew Jones.docx

15/00249/FUL

New comments have been received for application 2015/00283/CAC at site address: Land to the East of St. Nicholas
from Mr Andrew Jones [REDACTED]

Address:
7 Ger Y Llan, CF56SY

Comments:
See attachment

The following files have been uploaded:
OBJECTION LETTER Andrew Jones.docx

Case Officer:
Mr. Steven Rennie

[REDACTED]

29 March

D.E.E.P
RECEIVED
ACTION BY: 16
NO: Jmc-SR
ACK:

RECEIVED
- 1 APR 2015

Your refs. 2015/00249/FUL & 2015/00283/CAC

29 March 2015

Mr Steven Rennie
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry
CF63 4RT

Dear Mr Rennie,

Planning Application by Redrow Homes (South Wales) Limited - Land to the East of St Nicholas

I wish to object to the planning application dated 6 March 2015 submitted on behalf of Redrow Homes (South Wales) Limited ("Redrow") under your references 2015/00249/FUL and 2015/00283/CAC ("the Application").

References in this letter to "the LDP" relate to Deposit Local Development Plan of the Vale of Glamorgan Council ("the Council") dated November 2013. References to "Policy MD *" relate to the draft policies of the Council as set out in the LDP.

The grounds of my objection are as follows:

1. Application is premature.

The LDP is currently being processed by the Council in accordance with statutory procedures. Numerous representations and objections to the proposals in the LDP, both generally and specifically relating to land to the East of St Nicholas which is the subject of the Application ("the Site"), have been submitted by members of the public. These representations and objections, many of which identify alleged errors, inaccuracies and unsound or unsustainable conclusions in the LDP, have not yet received due consideration by the Council and have not yet been examined and considered by the Inspector to be appointed by the Welsh Government to consider the LDP ("the Inspector").

Although the Site forms part of allocated site number MG 2 - 43 ("MG 2 - 43") in the LDP, powerful representations have been made to the Council in support of the contention that MG 2 - 43 should be deleted from the LDP. Whatever alleged legal loopholes Redrow is seeking to exploit by submitting the Application at this time, it would be an outrageous abuse of due process for planning permission to be granted for the Site in advance of proper consideration of the constitutional objections by the Council and the Inspector prior to eventual adoption of the LDP (as revised).

It has been confirmed by the Council in a pre-application response to Harmers Limited dated 5 February 2014 under reference P/DC/SR2/2013/0200/PRE that no deficiency now exists in the Council's five year housing land supply. Thus, there is no justification for bringing forward the Site based on its inclusion as part of an allocated

site in advance of formal adoption of the LDP, as revised following completion of all due processes.

The Application is premature and should not be considered or approved on the basis that the Site forms part of MG 2 - 43.

2. Contrary to adopted Unitary Development Plan.

Prior to the adoption of the LDP (as revised), the Application should be considered in the context of the adopted Unitary Development Plan 1996-2011 ("the UDP"). The proposals in the Application are in breach of policies in the UDP, including the following:

a. **Dwellings in the Countryside (HOUS 3).** The policy is that "The erection of new dwellings in the countryside will be restricted to those that can be justified in the interests of agriculture and forestry." The Application proposes to turn agricultural land into a housing development which has no benefit to agriculture or forestry. On the contrary, it removes valuable agricultural land.

b. **Development in the Countryside (ENV 1).** The Site is situated in open countryside. The proposed development does not meet any of the four exceptions to the policy that development in the countryside will not be permitted.

c. **Agricultural Land (ENV 2).** The policy provides that "The best and most versatile agricultural land (grades 1, 2 & 3A) will be protected from irreversible development, save where overriding need can be demonstrated." The land comprising the Site is officially designated as grade 2 although it is claimed by Redrow that the correct designation is grade 3A. Even if Redrow is correct, the adopted policy requires protection of the land. There is no current overriding need for the development.

d. **Conservation in the Countryside (ENV 10).** The policy provides that "Measures to maintain and improve the countryside, its features and resources will be favoured, particularly in ... areas subject to development pressure ...". The residents of St Nicholas have chosen to live in a rural community and, particularly the residents of Ger-y-Llan and Well Lane, enjoy the benefit of an outlook over green fields. If the proposed development proceeds, that outlook will be irreversibly changed to an urban scene of relatively dense housing. Notwithstanding the proposed landscaping, substantial wildlife habitat will be lost. The proposal does not maintain or improve the countryside and is contrary to ENV 10.

The Site lies outside the defined settlement boundary of St Nicholas in a Special Landscape Area. **There is no overriding justification or material consideration to outweigh the in principle policy presumption against development of the Site. The development of this rural area and landscape would be contrary to the adopted policies of the Council as identified above.**

3. Scale of proposed development.

The Application relates to 79 new houses but covers only part of MG 2 - 43. It anticipates future development in the remaining two fields comprising MG 2 - 43

(Planning Statement - paragraph 3.1). This would eventually increase the total development to about 100 houses, as proposed in the LDP. **Whether the full development became 79 or 100 houses, the scale would be substantially out of proportion to the size of the existing village of St Nicholas, much of which is in a Conservation Area.**

The core village of St Nicholas has 144 houses of which 77 are on the north side of the A48 which runs through the centre of the village and 67 houses on the south side. Of the 144 houses, 105 houses are in the post-2009 Conservation Area, 32 houses were in the pre-2009 Conservation Area but excluded in 2009 and 7 houses are located between the Conservation Area and the commencement of the 30 mph speed limit at the western end of the village.

A development of 79 houses would increase the size of the core village by 55% and the north side by 103%. A total development of 100 houses would increase the size of the core village by 69% and the north side by 130%. **This represents a massive scale of development for a small rural settlement.**

In its representations to the Council on the LDP, the **Welsh Assembly Government ("WAG")** stated **"Allocations in some minor rural settlements, for example, 100 units at St Nicholas and 120 units at Bonvilston appear disproportionate to current services and facilities."** (paragraph B.1(d) of the Annex to the letter dated 20 December 2013 under the Council's reference P/POL/AMW/LDP3).

The scale of the proposed development, with or without the future addition of 21 houses, is wholly disproportionate to the size of the current village.

4. Urbanisation of open countryside.

Paragraph 4.10.1 of *Planning Policy Wales* dated July 2014 ("PPW") states "...considerable weight should be given to protecting [agricultural land of grades 1, 2 and 3A] from development because of its special importance. Land in [these grades] should only be developed if there is an overriding need for the development and either previously developed land or land in lower agricultural grades is unavailable...".

There is no overriding need for housing development, particularly affordable housing, in St Nicholas or the East Vale (designated in Figure 1.1 of the *Local Housing Market Assessment 2013*) ("the LHMA") as confirmed in Table 6.13 of the LHMA. The proposed site allocation on grade 2 (or grade 3A) agricultural land **conflicts with paragraph 4.10.1 of PPW.**

Paragraph 4.7.8 of PPW recognises that minor extensions in the countryside to existing settlements may be acceptable. An increase of 69% in the number of houses in St Nicholas cannot be described as a "minor extension". The proposed development **conflicts with paragraph 4.7.8 of PPW.**

5. Out of character with the existing minor rural settlement.

St Nicholas is a minor rural settlement in the Vale of Glamorgan which has developed gradually over many centuries.

The post-2009 Conservation Area occupies approximately 43.8 acres (17.7 hectares). The 105 houses constitute a density of 5.9 houses per hectare. The pre-2009 Conservation Area occupies approximately 76.6 acres (31.0 hectares). The 137 houses constitute a density of 4.4 houses per hectare. Ger-y-Llan, which is adjacent to the Site, has 13 houses in an area of 3.4 acres (1.4 hectares) constituting a density of 9.3 houses per hectare.

The proposed development of 79 houses on 3.65 hectares (including the land allocated for open space) would constitute a density of 21.6 houses per hectare. Such development would not be of an appropriate scale and density for its location and it would not make a positive contribution to the local environment **contrary to paragraph 7.5 of the LDP.**

Such development would not be "...of a scale appropriate to its location." **contrary to paragraph 4.5 of the Deposit LDP.**

The site is adjacent to, and any development would impact directly on, six remaining houses (following the proposed demolition of Emmaville) on the north side of the A48, eight houses on the east and north sides of Ger-y-Llan and one house in Well Lane. The proposed main access to the Site would have a very serious impact on the adjacent properties known as Kingfauns and Green Meadow. The proposed use of the private unadopted road which links the Site to Ger-y-Llan and services 11, 12 & 14 Ger-y-Llan ("the Estate Road") for pedestrian and cycle access to the Site would have a major adverse impact on those properties. The proposed development would have a serious adverse impact for all these properties on the existing residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance **contrary to paragraph 7 of Policy MD 2 and paragraph 4 of Policy MD 3.**

The properties on the north side of the A48 form part of the Conservation Area of St Nicholas. Most of the directly affected houses occupy plots substantially larger than the proposed dense development of 21.6 houses per hectare which includes access, roads and other common facilities. Similarly, the adjacent houses in Ger-y-Llan and Well Lane have a substantially lower density. **The proposed development is contrary to paragraph 2 of Policy MD 2.**

The Site is located at the eastern approach to St Nicholas on the north side of the A48. Instead of seeing an established conservation village on entry from the east, travellers would be greeted by a substantial and dense urban development entirely out of character with the existing village and Conservation Area. The proposed development does not respond appropriately to the local context and character of neighbouring buildings in terms of type, form, scale, mix and density **contrary to paragraph 2 of Policy MD 3.**

Paragraph 4.7.8 of PPW states "All new development should respect the character of the surrounding area and should be of appropriate scale and design." For reasons described in this item and in item 3 above and item 6 below, the proposed development at the entrance to the Conservation Area of St Nicholas **does not comply with paragraph 4.7.8 of PPW.**

In summary, the proposed development of the Site would be contrary to paragraphs 2 and 7 of Policy MD 2, paragraphs 2 and 4 of Policy MD 3 and paragraph 4.7.8 of PPW. St Nicholas does not have the capacity to accommodate this proposed development without its having an unacceptable effect on its character **contrary to paragraph 5.44 of the LDP.**

6. Contrary to Policy MD 6 – Development within Minor Rural Settlements.

The relative scale and density of the proposed development substantially **conflicts with Policy MD 6.** It would not have a distinct visual relationship with the existing settlement (contrary to paragraph 1); it would not be of a scale and character that is sympathetic to and respects its immediate setting and wider surroundings (contrary to paragraph 2); it would have an unacceptable impact on the character and appearance of the [existing] settlement (contrary to paragraph 3); it would represent a visual intrusion into the countryside (contrary to paragraph 4); and it would not be consistent with Policies MD 2 and MD 3 (contrary to paragraph 8).

The proposed development would not reinforce the role and functions of the settlement or maintain its character and attractiveness **contrary to paragraph 7.28 of the LDP.** A relatively dense development of 79 houses at 21.6 houses per hectare would not be of an appropriate scale that is sympathetic to and respect the existing character of the village and the range of services and facilities that are available **contrary to paragraph 7.29 of the LDP.**

A development on the scale proposed would not represent a small scale extension to the settlement also **contrary to paragraph 7.29 of the LDP.** Such a development would be unrelated to the existing properties and settlement and would represent an incongruous and large scale extension of the built form into the open countryside **contrary to paragraph 7.30 of the LDP.** The allocated site is green field and any development would result in the loss of open space which currently contributes at its entrance to the character and setting of the Conservation Area village **contrary to paragraph 7.31 of the LDP.**

7. Services and facilities.

St Nicholas has a church, chapel, primary school, church hall, post box and a half-hourly bus service (substantially less frequent in the evening and on Sunday - not properly reflected in paragraph 2.17 of the Transport Statement) to Cardiff and Cowbridge (and beyond). The bus service is infrequent and expensive.

St Nicholas does not have a post office, shop, doctor's surgery, nursery, public house, restaurant, leisure centre or library. The absence of these facilities will inevitably result in the need for the residents of the new houses to make frequent short car journeys to shops 1.5 miles away at Culverhouse Cross or to a shop, public

house or restaurant over two miles away at Bonvilston. The nearest doctors' surgeries are in Ely (2.2 miles) and Cowbridge (7 miles). The nearest post office is in Wilson Road, Ely (2.8 miles). It is unrealistic to expect these journeys to be made by walking or cycling by the vast majority of the residents, particularly the elderly. The return journey from Culverhouse Cross involves climbing the long steep hill known as The Tumble.

The absence of these frequently used services in the village and the consequent necessity to make frequent short car journeys is **contrary to Objective 3 and to the objective expressed in paragraph 7.12 of the LDP.**

8. Affordable housing.

The Application includes provision for 5 low cost houses and 22 social housing units. The area objectives (paragraph 5.22 of the LDP) include the provision in Minor Rural Settlements of "... affordable rural housing to meet local need." While the need for affordable housing in the Vale of Glamorgan, particularly in urban areas with adequate local services, is not questioned, the net local need for affordable housing in St Nicholas and the East Vale does not exist, as confirmed by Table 6.13 of the LHMA. It is also reflected in the lowest priority area attributed to the East Vale in paragraph 5.47 of the LDP.

The proposed provision of 27 affordable houses **does not meet the criteria set out in paragraphs 1 and 5 of Policy MD 11.** The proposed development does not possess or have good access to a wide range of services and facilities **contrary to paragraph 7.53 of the LDP.**

9. Planning history.

It is claimed at paragraph 2 of the Planning Statement that there is no planning history for the Site. This is incorrect. Two planning applications for the construction of houses on part of the Site were refused by the Council. The first application for the construction of ten houses was refused on 10 January 1989 although the Council's reference is unknown. The second application to build six houses was refused on 22 May 1991 under reference 1988/01152/OUT. The grounds for refusal of permission for the construction of six or ten houses apply to a far greater extent for the proposed construction of 79 houses.

10. Village road capacity.

The centre of the village (north of the A48) is often heavily congested with parked vehicles, particularly in the roads around the church immediately before the weekday opening and closure of the school. Similar congestion occurs when there is a wedding or funeral at the church. The roads in the north side of St Nicholas are wholly unsuitable for any of the additional traffic which would be generated by the proposed development.

There is no pavement on the roads around the church. It is particularly unsuitable and dangerous for young children and any disabled person on the roads to the north and east of the church. There is no room for a wheelchair on the road to the north

where vehicles are usually parked leaving barely enough room for other vehicles to squeeze through.

Traffic travelling in either direction along School Lane has to negotiate a blind bend at the junction with Well Lane in the north east corner of School Lane. This is particularly dangerous when vehicles are parked on the bend as is frequently the case. The exit from Ger-y-Llan is also blind and dangerous as vehicles travelling south on School Lane pick up speed.

11. Main access to Site.

The location of the proposed access to the Site is inside the Conservation Area and some distance to the west of that proposed in MG 2 - 43. Paragraph 4.7 of the Transport Statement estimates that 32 vehicles will exit the Site in the peak morning period. Paragraph 4.10 asserts that there will be no queue of vehicles entering or exiting the Site during this period. This estimate and this assertion are questioned. The 79 houses with an estimated average of two vehicles per house would amount to 158 vehicles excluding visitors and service vehicles. A substantially greater proportion than 20.2% of the vehicles is likely to exit the Site in the peak morning period, without taking account of visitors and service vehicles.

Paragraphs 3.10 to 3.13 of the Transport Statement set out proposals for changes to the highway layout near the access to the Site. The A48 from Culverhouse Cross is derestricted for 1.1 miles as far as the eastern end of the village then has a 30 mph speed limit through St Nicholas commencing only 100 metres from the access to the Site. Figure 9 and Appendix F of the Transport Statement do not indicate any proposal to extend the 30 mph limit further east.

Whether or not there is any extension, traffic from the east frequently enters St Nicholas outside peak periods at speeds much greater than 30 mph. Traffic leaving the Site to turn west towards Cowbridge would experience difficulty and danger due to the traffic flow in both directions.

At peak periods, it would be difficult for the significant number of vehicles leaving the proposed development to enter the traffic flow in either direction, thus causing a tailback within the Site.

Experience of leaving School Lane (eastern exit) to travel in either direction at peak periods demonstrates the extent of the problem even though it is substantially mitigated by being in the centre of the restricted speed zone and having the intermittent benefit and protection of the traffic lights turning red at the adjacent junction with Duffryn Lane. This forces through traffic to stop and provides the opportunity for vehicles from School Lane to enter the traffic flows. These mitigating factors would not apply to traffic exiting the Site.

Considerable additional problems affecting traffic flow on the A48 will arise during the construction period lasting at least two years.

12. Pedestrian and cycle access to Site.

Section 7 of the Design and Access Statement together with the Site Plans provide for a pedestrian and cycle access to the Site via Ger-y-Llan and the Estate Road. While Ger-y-Llan is an adopted road, the Estate Road is unadopted.

The owners of the properties known as 11, 12 & 14 Ger-y-Llan ("the Three Properties") require the Estate Road for access to the Three Properties and have an obligation to pay a fair and reasonable share of the costs of maintenance and repair of the Estate Road. No approach has been made by or on behalf of Redrow to the owners of the Three Properties concerning the proposed use of the Estate Road.

The use of Ger-y-Llan and the Estate Road by the residents of 79 properties for pedestrian and cycle access to the Site is inappropriate.

Such use would have a considerable impact on the amenity of the residents of Ger-y-Llan, particularly the residents of the Three Properties.

There is also a risk that the Estate Road will be used by residents of and visitors to the Site for unauthorised parking. The tarmac section of the Estate Road is not wide enough for parking without causing considerable difficulty to the residents of the Three Properties in entering and leaving those properties.

As described at item 10 above and illustrated in Appendix D, the proposed pedestrian and cycle route to the centre of the village and, particularly, to the school is unsuitable and very dangerous for young children.

13. Highways and traffic congestion.

Section 4 of the Transport Statement seeks to demonstrate that the proposed development will have little impact on traffic travelling on the A48.

This is disputed for reasons set out at item 11 above. Of greater impact will be the cumulative effect of this proposed development together with other developments proposed in the LDP near Cowbridge (including Ystradowen and Colwinston) and between Cowbridge and Culverhouse Cross (including Bonvilston). In addition to these proposed developments, there are other significant proposed changes which will increase the traffic on the A48 and at the Tesco junction and Culverhouse Cross roundabout.

The Application relies on the inclusion of the Site as part of an allocated site in the LDP. It is contended that this allocation, in combination with the other allocations referred to above, has been made without due consideration and regard by the Council to the cumulative effect on traffic on the A48.

In particular, it is contended that, in formulating the LDP and determining site allocations at St Nicholas and Bonvilston, the Council has very seriously misinformed itself concerning the capacity of the A48. This capacity has been calculated at three points between Cowbridge and Culverhouse Cross, all of which are in the national 60 mph speed limit. No account has been taken of the 40 mph speed limit from West

Bonvilston to West St Nicholas; the 30 mph speed limit through St Nicholas; and the inevitable delays at the traffic lights at Sycamore Cross and Duffryn Lane as well as at other uncontrolled junctions.

For the many reasons set out above, I object to the Application and request the Council to refuse planning permission in response to the Application and to refuse any other planning application relating to all or part of MG 2 - 43 prior to the formal adoption of the LDP (as revised).

Yours sincerely

Andrew Jones,
7, Ger-y-Llan,
St. Nicholas

D.E.E.R
RECEIVED
ACTION BY: 16
NO: Jmc-SR
ACK:



Your refs.: 2015/00249/FUL & 2015/00283/CAC

26 March 2015

Mr Steven Rennie
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry
CF63 4RT

Dear Mr Rennie

Planning Application by Redrow Homes (South Wales) Limited - Land to the East of St Nicholas

I wish to object to the planning application dated 6 March 2015 submitted on behalf of Redrow Homes (South Wales) Limited ("Redrow") under your references 2015/00249/FUL and 2015/00283/CAC ("the Application").

References in this letter to "the LDP" relate to Deposit Local Development Plan of the Vale of Glamorgan Council ("the Council") dated November 2013. References to "Policy MD *" relate to the draft policies of the Council as set out in the LDP.

The grounds of my objection are as follows:

1. Application is premature. The LDP is currently being processed by the Council in accordance with statutory procedures. Numerous representations and objections to the proposals in the LDP, both generally and specifically relating to land to the East of St Nicholas which is the subject of the Application ("the Site"), have been submitted by members of the public. These representations and objections, many of which identify alleged errors, inaccuracies and unsound or unsustainable conclusions in the LDP, have not yet received due consideration by the Council and have not yet been examined and considered by the Inspector to be appointed by the Welsh Government to consider the LDP ("the Inspector").

Although the Site forms part of allocated site number MG 2 - 43 ("MG 2 - 43") in the LDP, powerful representations have been made to the Council in support of the contention that MG 2 - 43 should be deleted from the LDP. Whatever alleged legal loopholes Redrow is seeking to exploit by submitting the Application at this time, it would be an outrageous abuse of due process for planning permission to be granted for the Site in advance of proper consideration of the representations by the Council and the Inspector prior to eventual adoption of the LDP (as revised).

It has been confirmed by the Council in a pre-application response to Harmers Limited dated 5 February 2014 under reference P/DC/SR2/2013/0200/PRE that no deficiency now exists in the Council's five year housing land supply. Thus, there is no justification for bringing forward the Site based on its inclusion as part of an allocated site in advance of formal adoption of the LDP, as revised following completion of all due processes.

The Application is premature and should not be considered or approved on the basis that the Site forms part of MG 2 - 43.

Nevertheless, in case the Council does not accept this contention and as the Application relies in certain respects on details in the LDP, I will refer to some of those matters below without prejudice to the overriding contention that the Application is premature and should be refused.

2. Contrary to adopted Unitary Development Plan. Prior to the adoption of the LDP (as revised), the Application should be considered in the context of the adopted Unitary Development Plan 1996-2011 ("the UDP"). The proposals in the Application are in breach of policies in the UDP, including the following:
 - a. Dwellings in the Countryside (HOUS 3). The policy is that "The erection of new dwellings in the countryside will be restricted to those that can be justified in the interests of agriculture and forestry." The Application proposes to turn agricultural land into a housing development which has no benefit to agriculture or forestry. On the contrary, it removes valuable agricultural land.
 - b. Development in the Countryside (ENV 1). The Site is situated in open countryside. The proposed development does not meet any of the four exceptions to the policy that development in the countryside will not be permitted.
 - c. Agricultural Land (ENV 2). The policy provides that "The best and most versatile agricultural land (grades 1, 2 & 3A) will be protected from irreversible development, save where overriding need can be demonstrated." The land comprising the Site is officially designated as grade 2 although it is claimed by Redrow that the correct designation is grade 3A. Even if Redrow is correct, the adopted policy requires protection of the land. There is no current overriding need for the development.
 - d. Conservation in the Countryside (ENV 10). The policy provides that "Measures to maintain and improve the countryside, its features and resources will be favoured, particularly in ... areas subject to development pressure ...". The residents of St Nicholas have chosen to live in a rural community and, particularly the residents of Ger-y-Llan and Well Lane, enjoy the benefit of an outlook over green fields. If the proposed development proceeds, that outlook will be irreversibly changed to an urban scene of relatively dense housing. Notwithstanding the proposed landscaping, substantial wildlife habitat will be lost. The proposal does not maintain or improve the countryside and is contrary to ENV 10.

The Site lies outside the defined settlement boundary of St Nicholas in a Special Landscape Area. **There is no overriding justification or material consideration to outweigh the in principle policy presumption against development of the Site. The development of this rural area and landscape would be contrary to the adopted policies of the Council as identified above.**

3. Scale of proposed development. The Application relates to 79 new houses but covers only part of MG 2 - 43. It anticipates future development in the remaining two fields comprising MG 2 - 43 (Planning Statement - paragraph 3.1). This would eventually increase the total development to about 100 houses, as proposed in the LDP. Whether the full development became 79 or 100 houses, the scale would be substantially out of proportion to the size of the existing village of St Nicholas, much of which is in a Conservation Area.

The core village of St Nicholas has 144 houses of which 77 are on the north side of the A48 which runs through the centre of the village and 67 houses on the south side. Of the 144 houses, 105 houses are in the post-2009 Conservation Area, 32 houses were in the pre-2009 Conservation Area but excluded in 2009 and 7 houses are located between the Conservation Area and the commencement of the 30 mph speed limit at the western end of the village.

A development of 79 houses would increase the size of the core village by 55% and the north side by 103%. A total development of 100 houses would increase the size of the core village by 69% and the north side by 130%. This represents a massive scale of development for a small rural settlement.

In its representations to the Council on the LDP, **the Welsh Assembly Government ("WAG") stated "Allocations in some minor rural settlements, for example, 100 units at St Nicholas and 120 units at Bonvilston appear disproportionate to current services and facilities."** (paragraph B.1(d) of the Annex to the letter dated 20 December 2013 under the Council's reference P/POL/AMW/LDP3).

The scale of the proposed development, with or without the future addition of 21 houses, is wholly disproportionate to the size of the current village.

4. Urbanisation of open countryside. Paragraph 4.10.1 of *Planning Policy Wales* dated July 2014 ("PPW") states "...considerable weight should be given to protecting [agricultural land of grades 1, 2 and 3A] from development because of its special importance. Land in [these grades] should only be developed if there is an overriding need for the development and either previously developed land or land in lower agricultural grades is unavailable...". There is no overriding need for housing development, particularly affordable housing, in St Nicholas or the East Vale (designated in Figure 1.1 of the *Local Housing Market Assessment 2013*) ("the LHMA") as confirmed in Table 6.13 of the LHMA. Any need for housing elsewhere in the Vale of Glamorgan could be provided on brownfield land (eg Llandow) or land of lower agricultural grade. The proposed site allocation on grade 2 (or grade 3A) agricultural land **conflicts with paragraph 4.10.1 of PPW.**

Paragraph 4.7.8 of PPW recognises that minor extensions in the countryside to existing settlements may be acceptable. An increase of 69% in the number of houses in St Nicholas cannot be described as a "minor extension". The proposed development **conflicts with paragraph 4.7.8 of PPW**.

5. Out of character with the existing minor rural settlement. St Nicholas is a minor rural settlement in the Vale of Glamorgan which has developed gradually over many centuries.

The post-2009 Conservation Area occupies approximately 43.8 acres (17.7 hectares). The 105 houses constitute a density of 5.9 houses per hectare. The pre-2009 Conservation Area occupies approximately 76.6 acres (31.0 hectares). The 137 houses constitute a density of 4.4 houses per hectare. Ger-y-Llan, which is adjacent to the Site, has 13 houses in an area of 3.4 acres (1.4 hectares) constituting a density of 9.3 houses per hectare.

The proposed development of 79 houses on 3.65 hectares (including the land allocated for open space) would constitute a density of 21.6 houses per hectare. Such development would not be of an appropriate scale and density for its location and it would not make a positive contribution to the local environment **contrary to paragraph 7.5 of the LDP**. Such development would not be "...of a scale appropriate to its location." **contrary to paragraph 4.5 of the Deposit LDP**.

The site is adjacent to, and any development would impact directly on, six remaining houses (following the proposed demolition of Emmaville) on the north side of the A48, eight houses on the east and north sides of Ger-y-Llan and one house in Well Lane. The proposed main access to the Site would have a very serious impact on the adjacent properties known as Kingfauns and Green Meadow. The proposed use of the private unadopted road which links the Site to Ger-y-Llan and services 11, 12 & 14 Ger-y-Llan ("the Estate Road") for pedestrian and cycle access to the Site would have a major adverse impact on those properties. The proposed development would have a serious adverse impact for all these properties on the existing residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance **contrary to paragraph 7 of Policy MD 2 and paragraph 4 of Policy MD 3**.

The properties on the north side of the A48 form part of the Conservation Area of St Nicholas. Most of the directly affected houses occupy plots substantially larger than the proposed dense development of 21.6 houses per hectare which includes access, roads and other common facilities. Similarly, the adjacent houses in Ger-y-Llan and Well Lane have a substantially lower density. **The proposed development is contrary to paragraph 2 of Policy MD 2**.

The Site is located at the eastern approach to St Nicholas on the north side of the A48. Instead of seeing an established conservation village on entry from the east, travellers would be greeted by a substantial and dense urban development entirely out of character with the existing village and Conservation Area. The proposed development does not respond appropriately to the local context and character of neighbouring buildings in terms of type, form, scale, mix and density **contrary to paragraph 2 of Policy MD 3**.

Paragraph 4.7.8 of PPW states "All new development should respect the character of the surrounding area and should be of appropriate scale and design." For reasons described in this item and in item 3 above and item 6 below, the proposed development at the entrance to the Conservation Area of St Nicholas **does not comply with paragraph 4.7.8 of PPW.**

In summary, the proposed development of the Site would be contrary to paragraphs 2 and 7 of Policy MD 2, paragraphs 2 and 4 of Policy MD 3 and paragraph 4.7.8 of PPW. St Nicholas does not have the capacity to accommodate this proposed development without its having an unacceptable effect on its character **contrary to paragraph 5.44 of the LDP.**

6. Contrary to Policy MD 6 – Development within Minor Rural Settlements. The relative scale and density of the proposed development substantially **conflicts with Policy MD 6.** It would not have a distinct visual relationship with the existing settlement (contrary to paragraph 1); it would not be of a scale and character that is sympathetic to and respects its immediate setting and wider surroundings (contrary to paragraph 2); it would have an unacceptable impact on the character and appearance of the [existing] settlement (contrary to paragraph 3); it would represent a visual intrusion into the countryside (contrary to paragraph 4); and it would not be consistent with Policies MD 2 and MD 3 (contrary to paragraph 8).

The proposed development would not reinforce the role and functions of the settlement or maintain its character and attractiveness **contrary to paragraph 7.28 of the LDP.** A relatively dense development of 79 houses at 21.6 houses per hectare would not be of an appropriate scale that is sympathetic to and respect the existing character of the village and the range of services and facilities that are available **contrary to paragraph 7.29 of the LDP.** A development on the scale proposed would not represent a small scale extension to the settlement also **contrary to paragraph 7.29 of the LDP.** Such a development would be unrelated to the existing properties and settlement and would represent an incongruous and large scale extension of the built form into the open countryside **contrary to paragraph 7.30 of the LDP.** The allocated site is green field and any development would result in the loss of open space which currently contributes at its entrance to the character and setting of the Conservation Area village **contrary to paragraph 7.31 of the LDP.**

7. Services and facilities. St Nicholas has a church, chapel, primary school, church hall, post box and a half-hourly bus service (substantially less frequent in the evening and on Sunday - not properly reflected in paragraph 2.17 of the Transport Statement) to Cardiff and Cowbridge (and beyond). The bus service is infrequent and expensive. It is unlikely to be used for most journeys to Culverhouse Cross or Bonvilston.

St Nicholas does not have a post office, shop, doctor's surgery, nursery, public house, restaurant, leisure centre or library. The absence of these facilities will inevitably result in the need for the residents of the new houses to make frequent short car journeys to shops 1.5 miles away at Culverhouse Cross or to a shop, public house or restaurant over two miles away at Bonvilston. The nearest doctors' surgeries are in Ely (2.2 miles) and Cowbridge (7 miles). The nearest post office is in Wilson Road, Ely (2.8 miles). It is unrealistic to expect these journeys to be made by walking or cycling by the vast majority of the residents, particularly the elderly. The return journey from Culverhouse Cross involves climbing the long steep hill known as The Tumble.

The absence of these frequently used services in the village and the consequent necessity to make frequent short car journeys is **contrary to Objective 3 and to the objective expressed in paragraph 7.12 of the LDP.**

8. Affordable housing. The Application includes provision for 5 low cost houses and 22 social housing units. The area objectives (paragraph 5.22 of the LDP) include the provision in Minor Rural Settlements of "... affordable rural housing to meet local need." While the need for affordable housing in the Vale of Glamorgan, particularly in urban areas with adequate local services, is not questioned, the net local need for affordable housing in St Nicholas and the East Vale does not exist, as confirmed by Table 6.13 of the LHMA. It is also reflected in the lowest priority area attributed to the East Vale in paragraph 5.47 of the LDP.

As stated at item 7 above, there is an absence in St Nicholas of those services (particularly a shop, post office and doctor's surgery) which would be frequently required by residents of affordable houses. Even with subsidised prices, it is probable that a new 'affordable house' in St Nicholas would cost as much as or more than a similar property in the west side of Cardiff (say, Culverhouse Cross or Ely) or in the Key and Service Centre Settlements in the Vale of Glamorgan (identified in paragraph 5.14 of the LDP) where essential local services are available nearby. Consequently, the cost of living in St Nicholas would be greater due to transport costs and far less convenient for residents of those houses.

The main location with a need for affordable housing is Barry followed by Coastal and Penarth (Figure 1.1 and Table 6.13 of the LHMA). The distance from St Nicholas to the nearest settlements in any of these locations exceeds five miles and most parts substantially exceed this distance. If affordable houses are built in St Nicholas, where there is no need, residents of the Vale requiring such houses will have to move away from their current locations which have all relevant local services as well as their families and established friends. There is no direct bus service from St Nicholas to Barry, Coastal or Penarth. In order to maintain essential and desirable links with their families and communities, these residents (if they possess cars) will need to make frequent car journeys **contrary to Objective 3 and to the objective expressed in paragraph 7.12 of the LDP.**

The proposed provision of 27 affordable houses **does not meet the criteria set out in paragraphs 1 and 5 of Policy MD 11.** The proposed development does not possess or have good access to a wide range of services and facilities **contrary to paragraph 7.53 of the LDP.**

9. Planning history. It is claimed at paragraph 2 of the Planning Statement that there is no planning history for the Site. This is incorrect. Two planning applications for the construction of houses on part of the Site were refused by the Council. The first application for the construction of ten houses was refused on 10 January 1989 although the Council's reference is unknown. The second application to build six houses was refused on 22 May 1991 under reference 1988/01152/OUT. The grounds for refusal of permission for the construction of six or ten houses apply to a far greater extent for the proposed construction of 79 houses.

10. Village road capacity. The centre of the village (north of the A48) is often heavily congested with parked vehicles, particularly in the roads around the church immediately before the weekday opening and closure of the school. Similar congestion occurs when there is a wedding or funeral at the church. The roads in the north side of St Nicholas are wholly unsuitable for any of the additional traffic which would be generated by the proposed development.

There is no pavement on the roads around the church. It is particularly unsuitable and dangerous for young children and any disabled person on the roads to the north and east of the church. There is no room for a wheelchair on the road to the north where vehicles are usually parked leaving barely enough room for other vehicles to squeeze through.

Photograph 2 in the Transport Statement shows the east side of School Lane to be traffic free. Photographs illustrating the congestion of parking in St Nicholas, particularly in the north side of School Lane including the north east corner, are reproduced in Appendix D.

Traffic travelling in either direction along School Lane has to negotiate a blind bend at the junction with Well Lane in the north east corner of School Lane. This is particularly dangerous when vehicles are parked on the bend as is frequently the case. The exit from Ger-y-Llan is also blind and dangerous as vehicles travelling south on School Lane pick up speed.

11. Main access to Site. The location of the proposed access to the Site is inside the Conservation Area and some distance to the west of that proposed in MG 2 - 43. Paragraph 4.7 of the Transport Statement estimates that 32 vehicles will exit the Site in the peak morning period. Paragraph 4.10 asserts that there will be no queue of vehicles entering or exiting the Site during this period. This estimate and this assertion are questioned. The 79 houses with an estimated average of two vehicles per house would amount to 158 vehicles excluding visitors and service vehicles. A substantially greater proportion than 20.2% of the vehicles is likely to exit the Site in the peak morning period, without taking account of visitors and service vehicles.

Paragraphs 3.10 to 3.13 of the Transport Statement set out proposals for changes to the highway layout near the access to the Site. The A48 from Culverhouse Cross is derestricted for 1.1 miles as far as the eastern end of the village then has a 30 mph speed limit through St Nicholas commencing only 100 metres from the access to the Site. Figure 9 and Appendix F of the Transport Statement do not indicate any proposal to extend the 30 mph limit further east. Whether or not there is any extension, traffic from the east frequently enters St Nicholas outside peak periods at speeds much greater than 30 mph. Traffic leaving the Site to turn west towards Cowbridge would experience difficulty and danger due to the traffic flow in both directions.

At peak periods, it would be difficult for the significant number of vehicles leaving the proposed development to enter the traffic flow in either direction, thus causing a tailback within the Site.

Experience of leaving School Lane (eastern exit) to travel in either direction at peak periods demonstrates the extent of the problem even though it is substantially mitigated by being in the centre of the restricted speed zone and having the intermittent benefit and protection of the traffic lights turning red at the adjacent junction with Duffryn Lane. This forces through traffic to stop and provides the opportunity for vehicles from School Lane to enter the traffic flows. These mitigating factors would not apply to traffic exiting the Site.

Considerable additional problems affecting traffic flow on the A48 will arise during the construction period lasting at least two years.

12. Pedestrian and cycle access to Site. Section 7 of the Design and Access Statement together with the Site Plans provide for a pedestrian and cycle access to the Site via Ger-y-Llan and the Estate Road. While Ger-y-Llan is an adopted road, the Estate Road is unadopted. The owners of the properties known as 11, 12 & 14 Ger-y-Llan ("the Three Properties") require the Estate Road for access to the Three Properties and have an obligation to pay a fair and reasonable share of the costs of maintenance and repair of the Estate Road. No approach has been made by or on behalf of Redrow to the owners of the Three Properties concerning the proposed use of the Estate Road.

The use of Ger-y-Llan and the Estate Road by the residents of 79 properties for pedestrian and cycle access to the Site is inappropriate. Such use would have a considerable impact on the amenity of the residents of Ger-y-Llan, particularly the residents of the Three Properties.

There is also a risk that the Estate Road will be used by residents of and visitors to the Site for unauthorised parking. The tarmac section of the Estate Road is not wide enough for parking without causing considerable difficulty to the residents of the Three Properties in entering and leaving those properties.

As described at item 10 above and illustrated in Appendix D, the proposed pedestrian and cycle route to the centre of the village and, particularly, to the school is unsuitable and very dangerous for young children.

13. Highways and traffic congestion. Section 4 of the Transport Statement seeks to demonstrate that the proposed development will have little impact on traffic travelling on the A48. This is disputed for reasons set out at item 11 above. Of greater impact will be the cumulative effect of this proposed development together with other developments proposed in the LDP near Cowbridge (including Ystradowen and Colwinston) and between Cowbridge and Culverhouse Cross (including Bonvilston). In addition to these proposed developments, there are other significant proposed changes which will increase the traffic on the A48 and at the Tesco junction and Culverhouse Cross roundabout.

The Application relies on the inclusion of the Site as part of an allocated site in the LDP. It is contended that this allocation, in combination with the other allocations referred to above, has been made without due consideration and regard by the Council to the cumulative effect on traffic on the A48. In particular, it is contended that, in formulating the LDP and determining site allocations at St Nicholas and Bonvilston, the Council has very seriously misinformed itself concerning the capacity of the A48. This capacity has been calculated at three points between Cowbridge and Culverhouse Cross, all of which are in the national 60 mph speed limit. No account has been taken of the 40 mph speed limit from West Bonvilston to West St Nicholas; the 30 mph speed limit through St Nicholas; and the inevitable delays at the traffic lights at Sycamore Cross and Duffryn Lane as well as at other uncontrolled junctions.

Full details of this contention have been set out at items 9 & 10 of my Representation Number 1 dated 10 December 2013 submitted under the LDP process and in Amended Representation Number 3 dated 2 December 2013, both under the Council's ID 1784. Copies of these representations are attached at Appendices A & B, respectively. These appendices form part of this letter of objection to the Application.

14. Sustainable Settlements Appraisal and Site Assessments. Paragraphs 6.13 to 6.21 (with Appendix B) of the Planning Statement seek to rely on the results, so far as they apply to the Site, of the three stages of the Sustainable Settlements Appraisal and Site Assessments carried out by the Council in the preparation of the LDP. These three stages resulted in the inclusion of the allocated site MG 2 - 43.

It is contended that there were serious errors, defects and inappropriate scoring at all stages of the Appraisal and Assessments leading to the wrongful and unsupported inclusion of MG 2 - 43 in the LDP.

Full details of this contention have been set out at items 13 to 15 of my Representation No. 1 dated 10 December 2013 submitted during the LDP process under the Council's ID 1784. A copy of these representations is attached at Appendix C. This appendix forms part of this letter of objection to the Application.

15. Wrongful inclusion of the Site in the LDP. It is contended that, in view of serious inaccuracies, misinformation and errors by the Council (as described at items 13 & 14 above) in the preparation of the LDP directly affecting the inclusion of the Site as part of MG 2 - 43, the Application cannot rely on such inclusion until my representations and those of other members of the public have been fully and properly considered by the Council and the Inspector prior to adoption of the LDP (as revised).

For the many reasons set out above, I object to the Application and request the Council to refuse planning permission in response to the Application and to refuse any other planning application relating to all or part of MG 2 - 43 prior to the formal adoption of the LDP (as revised).

Yours sincerely

A black rectangular redaction box covering the signature of the sender.

Tim Knowles

**PLANNING APPLICATION 2015/00249 & 2015/00283 BY REDROW HOMES
(SOUTH WALES) LIMITED**

Letter of Objection by Timothy Knowles dated 26 March 2015

Appendix A - Traffic Congestion

Extract from LDP Representation No 1 dated 10 December 2013

9. **Highways and traffic congestion - general.** The A48 is already heavily congested at peak periods, particularly traffic travelling east in the morning. Frequently, there are long tailbacks (including very slow moving traffic) usually as far as Bonvilston and beyond. The major bottlenecks at the traffic lights at the busy junction with the Tesco / Marks and Spencer / Copthorne access roads (“the Tesco junction”) and at Culverhouse Cross create a substantial reduction in the maximum flow of vehicles travelling east on the A48 at the morning peak period.

Ten years ago, a Report by the Welsh Assembly Government dated August 2003 entitled *The A48/A4232 Culverhouse Cross and Airport Access Study – The Way Forward* concluded in its Overview (Attachment D) that “With regard to the future unless improvements are made, the Culverhouse Cross area will virtually gridlock ...”.

Seven years ago at the Public Inquiry into the proposed Trunking of the A48, it was established to the satisfaction of the Inspector appointed by the National Assembly for Wales that “... queues do tail back on the A48 from Culverhouse Cross and the Tesco junction in the a.m. peak.” (Conclusions – paragraph 8.38 of the Report dated 24 August 2006 – Attachment E).

In 2008, the Welsh Assembly Government carried out a Public Consultation on *Cardiff International Airport and Culverhouse Cross Access Improvements*. The Consultation concerned alternative schemes intended to improve access to Cardiff International Airport and, *inter alia*, to “identify and investigate options available to relieve the traffic and safety problems at Culverhouse Cross.” In July 2009, the Welsh Assembly Government published the results of the Public Consultation and concluded that it would not proceed with any of the alternative schemes. Instead, the Welsh Assembly Government decided that it would, *inter alia*, “work with the Vale of Glamorgan Council to upgrade Five Mile Lane (part of the A4226).”

Thus, although the serious problems of congestion at Culverhouse Cross and tailbacks on the A48 have been recognised by the Welsh Assembly Government for at least ten years, no significant action has been taken or is currently planned to be taken by the Welsh Assembly Government (which is responsible for the roundabout at Culverhouse Cross), the Vale of Glamorgan Council or Cardiff City Council to alleviate the problems.

The congestion problems on the A48 through St Nicholas and at Culverhouse Cross will be exacerbated by:

- normal projected growth in traffic;
- additional traffic movements generated by the St Athan - Cardiff Airport Enterprise Zone (Policy MG 10);

- the proposed improvements to Five Mile Lane which will encourage drivers to / from the Airport and the South West Vale (including the Enterprise Zone) to choose that road and the A48 from / to Cardiff or the M4 east (identified as a Strategic Transport Corridor - Figure 2 on page 33 of the Deposit LDP);
- the reintroduction by the Welsh Assembly Government of the proposal to trunk the A48 from Culverhouse Cross to Sycamore Cross (paragraph 2.2.61 of the Draft Infrastructure Plan);
- traffic generated by other new housing developments proposed in the Deposit LDP at Cowbridge, Aberthin, Colwinston, Ystradowen and Bonvilston amounting in aggregate to 851 houses. A high proportion of the residents of these new houses may be expected to commute to / from Cardiff;
- Further congestion at Culverhouse Cross due to additional traffic generated by the proposed housing developments at Wenvoe and Culverhouse Cross; and
- the introduction of bus priority measures on the A48 Corridor (item 8 of Policy MG 16 and paragraph 6.105 of the Deposit LDP) which will inevitably slow non-priority traffic.

In the context of the current problems and the demonstrable substantial exacerbation of those problems with no plans for alleviation, the proposed development of 100 houses at St Nicholas generating additional traffic and the access problems described at item 8 above would further significantly exacerbate those problems and would conflict with paragraph 9 of Policy MD 3.

10. **Highway Impact Assessment - A48 and Tesco Junction.** Attached is an exchange of e-mails with the Vale of Glamorgan Council ("the Council") commencing with my e-mail on 6 November 2013 and ending with the e-mail from the Council on 11 November 2013 (Attachment F). This exchange concerns the A48 highway between Cowbridge and Culverhouse Cross ("the A48 Corridor") and the Tesco Junction (as defined at item 9 above).

Policy SP 7 states "All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network." Paragraph 5.65 of the Deposit LDP states "The delivery of planned housing ... will be dependent upon the implementation of key sustainable transport and highway improvement schemes."

Paragraph 5.80 of the Deposit LDP states that the Highway Impact Assessment dated September 2013 ("the Assessment") was "...an assessment of the impact of possible future residential developments on the strategic highway network within the Vale of Glamorgan. The results of [the Assessment] form the basis for the highway schemes identified in Policy MG 16 and in the Council's Infrastructure Plan."

Paragraph 6.114 of the Deposit LDP lists the links and junctions which will be at or over capacity as a result of the LDP by 2026 and which will require improvement schemes to mitigate the impact of development on the highway network. No scheme has been included in respect of any part of the A48 Corridor. While the junction at the main Culverhouse Cross roundabout ("the Culverhouse Cross Roundabout") has been included (Junction 5 in the Assessment), no reference is made to the Tesco Junction.

The link capacities are set out in Table 3.2 and the link types are defined in Table 3.1 of the Assessment. The maximum link capacity of the A48 Corridor has been calculated at three points (near St Hilary (link 194), near The Old Post (link 195) and near St Nicholas (link 196)). The link type at each point is stated as 'Rural S 10 (Good)' (type 42) with a speed limit of 60 mph. These calculations take no account of the 40 mph speed limit from East Bonvilston to East St Nicholas; the 30 mph speed limit through St Nicholas; and the inevitable delays at the traffic lights at the junction with Duffryn Lane, St Nicholas as well as at other uncontrolled junctions. Applying only link type Rural S 10 (Good) (type 42) with a maximum hourly capacity of 1,860 vehicles (Table 3.1) to the whole of the A48 Corridor produced a grossly misleading assessment of the under or over capacity of the A48 Corridor at peak morning and afternoon periods in 2012 (Table 3.3 of the Assessment). By reference to Table 3.1, it appears that the correct link type to be used should have been '30 limit single' (type 37) with a maximum hourly capacity of 740 vehicles. With an actual flow of 1,129 east bound vehicles in the peak morning period, this would represent a current over capacity rate of 153% instead of the under capacity rate of 61% stated in Table 3.3. The fact that the east bound traffic on the A48 Corridor is already operating at over capacity in the morning peak period is demonstrated by the long tail back extending from the Tesco Junction to Bonvilston and beyond on most weekday mornings in school terms.

In addition to the link capacity on the A48 Corridor, the Tesco Junction has also been a cause of significant delays to east bound traffic in the peak morning period for many years, as acknowledged by the Report dated 24 August 2006 of the Inspector appointed by the Welsh Assembly Government to consider the Proposed Trunking of the A48. Relevant extracts from that report are attached (Attachment E).

The queue lengths for east bound traffic entering the Culverhouse Cross Roundabout from the A48 are very substantially reduced by the delay to traffic at the Tesco Junction where only a limited number of vehicles pass through the junction during each traffic lights sequence. The real delay to east bound traffic is at the Tesco Junction not at the Culverhouse Cross Roundabout. The failure to assess the queues at the Tesco Junction invalidates any consideration of the impact of proposed housing allocations on the A48 Corridor.

Paragraph 4.6 of the Assessment states "No existing queue information has been provided in order to validate the existing predicted modelled queues against" in respect of the Culverhouse Cross Roundabout (or any other assessed junction). In the absence of any factual information, the 2012 queue lengths are theoretical only without regard to the true situation. The Culverhouse Cross Roundabout is arguably the most critical junction affecting the road system in the Vale of Glamorgan. Even on the theoretical basis, the junction is acknowledged to be over capacity in 2012 (paragraph 4.6). The use of theoretical figures to assess the current extent of over capacity of the Culverhouse Cross Roundabout is an unsound base for estimating the effect of proposed housing developments which will impact significantly on the number of vehicles using the roundabout in the period to 2026.

In the period to 2026, the existing congestion problems on the A48 Corridor will be exacerbated by the seven factors listed at item 9 above.

The key issues set out in this item were raised in the exchange of e-mails with the Council (Attachment F). The primary response of the Council was that the Assessment was made at very high level and did not consider the detailed issues raised. Paragraph 5.80 of the Deposit LDP (see third paragraph of this item above) identifies the importance of the Assessment in determining the impact of possible future residential developments on the strategic highway network and the schemes which will be necessary to alleviate problems.

In relying on a theoretical "very high level" assessment of highway capacity for such critical issues as the identification of necessary highway alleviation schemes and in the allocation of sites for housing developments which will inevitably impact significantly on the volume and flow of traffic, the conclusions reached and the policies formulated are fundamentally unsound.

In assessing the current over or under capacity of the A48 Corridor based on a speed limit of 60 mph without regard to the bottleneck at St Nicholas and other speed restrictions and in omitting any assessment of the Tesco Junction, the Council has fundamentally misdirected and misinformed itself in identifying necessary highway schemes (paragraph 6.114 of the Deposit LDP) and in failing to take account of the impact on the A48 of the proposed housing allocations at Bonvilston (Policy MG 2[37]) and St Nicholas (Policy MG 2[43]). This fundamental failure makes both housing allocations unsound. In the absence of any scheme(s) for alleviation of the additional problems resulting from the proposed housing developments and the absence of any funding for the essential highway improvements, both of those housing allocations are unsustainable.

**PLANNING APPLICATION 2015/00249 & 2015/00283 BY REDROW HOMES
(SOUTH WALES) LIMITED**

Letter of Objection by Timothy Knowles dated 26 March 2015

Appendix B - Transportation - Highway Impact Assessment - A48

Extract from LDP Amended Representation No 3 dated 2 December 2013

I make this representation concerning the Transportation Policy SP 7 and the Transport Proposals (Policy MG 16) so far as they relate to the A48 highway between Cowbridge and Culverhouse Cross ("the A48 Corridor") and the junction of the A48 with Copthorne Way and with the access road to the Tesco and Marks and Spencer stores ("the Tesco Junction") and their impact on the allocation of sites for housing developments in or near the minor rural settlements along the A48 Corridor.

Attached is an exchange of e-mails with the Vale of Glamorgan Council ("the Council") commencing with my e-mail on 6 November 2013 and ending with the e-mail from the Council on 11 November 2013 (Attachment A).

Policy SP 7 states "All new developments that have a direct impact on the strategic transportation infrastructure will be required to deliver appropriate improvements to the network." Paragraph 5.65 of the Deposit LDP states "The delivery of planned housing ... will be dependent upon the implementation of key sustainable transport and highway improvement schemes."

Paragraph 5.80 of the Deposit LDP states that the Highway Impact Assessment dated September 2013 ("the Assessment") was "...an assessment of the impact of possible future residential developments on the strategic highway network within the Vale of Glamorgan. The results of [the Assessment] form the basis for the highway schemes identified in Policy MG 16 and in the Council's Infrastructure Plan."

Paragraph 6.114 of the Deposit LDP lists the links and junctions which will be at or over capacity as a result of the LDP by 2026 and which will require improvement schemes to mitigate the impact of development on the highway network. No scheme has been included in respect of any part of the A48 Corridor. While the junction at the main Culverhouse Cross roundabout ("the Culverhouse Cross Roundabout") has been included (Junction 5 in the Assessment), no reference is made to the Tesco Junction.

The link capacities are set out in Table 3.2 and the link types are defined in Table 3.1 of the Assessment. The maximum link capacity of the A48 Corridor has been calculated at three points (near St Hilary (link 194), near The Old Post (link 195) and near St Nicholas (link 196)). The link type at each point is stated as 'Rural S 10 (Good)' (type 42) with a speed limit of 60 mph. These calculations take no account of the 40 mph speed limit from West Bonvilston to West St Nicholas; the 30 mph speed limit through St Nicholas; and the inevitable delays at the traffic lights at the junction with Duffryn Lane, St Nicholas as well as at other uncontrolled junctions. Applying only link type Rural S 10 (Good) (type 42) with a maximum hourly capacity of 1,860 vehicles (Table 3.1) to the whole of the A48 Corridor produced a grossly misleading assessment of the under or over capacity of the A48 Corridor at peak morning and afternoon periods in 2012 (Table 3.3 of the Assessment). By reference to Table 3.1, it appears that the correct link type to be used should have been '30 limit single' (type 37) with a maximum hourly capacity of 740 vehicles. With an actual flow of 1,129 east bound vehicles in the peak morning period, this would represent a current over capacity rate of 153% instead of the under capacity rate of 61% stated in Table 3.3. The fact that the east bound traffic on the A48 Corridor is already operating at over capacity in the morning peak period is demonstrated by the long tail back extending from the Tesco Junction to Bonvilston and beyond on most weekday mornings in school terms.

In addition to the link capacity on the A48 Corridor, the Tesco Junction has also been a cause of significant delays to east bound traffic in the peak morning period for many years, as acknowledged by the Report dated 24 August 2006 of the Inspector appointed by the Welsh Assembly Government to consider the Proposed Trunking of the A48. Relevant extracts from that report are attached (Attachment B).

The queue lengths for east bound traffic entering the Culverhouse Cross Roundabout from the A48 are very substantially reduced by the delay to traffic at the Tesco Junction where only a limited number of vehicles pass through the junction during each traffic lights sequence. The real delay to east bound traffic is at the Tesco Junction not at the Culverhouse Cross Roundabout. The failure to assess the queues at the Tesco Junction invalidates any consideration of the impact of proposed housing allocations on the A48 Corridor.

Paragraph 4.6 of the Assessment states "No existing queue information has been provided in order to validate the existing predicted modelled queues against" in respect of the Culverhouse Cross Roundabout (or any other assessed junction). In the absence of any factual information, the 2012 queue lengths are theoretical only without regard to the true situation. The Culverhouse Cross Roundabout is arguably the most critical junction affecting the road system in the Vale of Glamorgan. Even on the theoretical basis, the junction is acknowledged to be over capacity in 2012 (paragraph 4.6). The use of theoretical figures to assess the current extent of over capacity of the Culverhouse Cross Roundabout is an unsound base for estimating the effect of proposed housing developments which will impact significantly on the number of vehicles using the roundabout in the period to 2026.

In the period to 2026, the existing congestion problems on the A48 Corridor will be exacerbated by

- normal projected growth in traffic;
- additional traffic movements generated by the St Athan - Cardiff Airport Enterprise Zone (Policy MG 10);
- the proposed improvements to Five Mile Lane (item 16 of Policy MG 16) which will encourage drivers to / from the Airport and the South West Vale (including the Enterprise Zone) to choose that road and the A48 from / to Cardiff or the M4 east (identified as a Strategic Transport Corridor - Figure 2 on page 33 of the Deposit LDP);
- the reintroduction by the Welsh Assembly Government of the proposal to trunk the A48 from Culverhouse Cross to Sycamore Cross (paragraph 2.2.61 of the Draft Infrastructure Plan);
- traffic generated by other new housing developments proposed in the Deposit LDP at Cowbridge, Aberthin, Colwinston and Ystradowen amounting in aggregate to 731 houses. A high proportion of the residents of these new houses may be expected to commute to / from Cardiff; and
- the introduction of bus priority measures on the A48 Corridor (item 8 of Policy MG 16 and paragraph 6.105 of the Deposit LDP) which will inevitably slow non-priority traffic.

The key issues set out in this representation were raised in the exchange of e-mails with the Council (Attachment A). The primary response of the Council was that the Assessment was made at very high level and did not consider the detailed issues raised. Paragraph 5.80 of the Deposit LDP (see fourth paragraph above) identifies the importance of the Assessment in determining the impact of possible future residential developments on the strategic highway network and the schemes which will be necessary to alleviate problems.

In relying on a theoretical "very high level" assessment of highway capacity for such critical issues as the identification of necessary highway alleviation schemes and in the allocation of sites for housing developments which will inevitably impact significantly on the volume and flow of traffic, the conclusions reached and the policies formulated are fundamentally unsound.

In assessing the current over or under capacity of the A48 Corridor based on a speed limit of 60 mph without regard to the bottleneck at St Nicholas and other speed restrictions and in omitting any assessment of the Tesco Junction, the Council has fundamentally misdirected and misinformed itself in identifying necessary highway schemes (paragraph 6.114 of the Deposit LDP) and in failing to take account of the impact on the A48 of the proposed housing allocations at Bonvilston (Policy MG 2[37]) and St Nicholas (Policy MG 2[43]). This fundamental failure makes both housing allocations unsound. In the absence of any scheme(s) for alleviation of the additional problems resulting from the proposed housing developments and the absence of any funding for the essential highway improvements, both of those housing allocations are unsustainable.

The housing allocations at Bonvilston (Policy MG 2[37]) and St Nicholas (Policy MG 2[43]) should be deleted from the Deposit LDP.

The following additional paragraph should be inserted in the narrative supporting Policy MG 16 in the Deposit LDP:

"The strategic A48 highway between Cowbridge and Culverhouse Cross is already operating at over capacity in the peak periods and delays to traffic also result from over capacity at the Tesco Junction and the Culverhouse Cross roundabout. The Council has no scheme(s) or allocated funding to alleviate these serious highway problems. Unless and until satisfactory highway improvements have been completed to alleviate substantially these problems and in accordance with paragraph 5.65, no material housing development(s) (any one scheme involving more than three houses or all schemes involving more than ten houses in aggregate) will be permitted in or near the minor rural settlements along the A48 between Cowbridge and Culverhouse Cross."

**PLANNING APPLICATION 2015/00249 & 2015/00283 BY REDROW HOMES
(SOUTH WALES) LIMITED**

Letter of Objection by Timothy Knowles dated 26 March 2015

Appendix C - Sustainable Settlements Appraisal and Site Assessments

Extract from LDP Representation No 1 dated 10 December 2013

13. **Sustainable Settlements Appraisal.** The *Sustainable Settlements Appraisal* dated September 2013 ("the Settlements Appraisal"), including its scoring criteria, was used to identify suitable locations for new development (paragraph 3.1). Acceptable walking distances were set out in Table 1 on page 7. The scoring criteria were set out in Table 2 on pages 8 to 10. St Nicholas was attributed a score of 12 (Appendix 5 on page 28) which gave it a ranking of 15 (Table 3 on page 13).

An assessment which is based on the proximity of relevant services to the existing settlement produces substantially misleading results in determining the suitability for allocation of a site situated outside the existing settlement. The allocated site has significantly different distances to relevant services, even from its access point. The distances are substantially greater from the more remote parts of the site. For the purpose of assessing whether services are within the reasonable accessibility standards (Table 1), they should be measured from the nearest and furthest parts, respectively, of the allocated site not from the existing settlement. The measurements from the existing settlement only make the process unsound.

Some of the scores attributed to the existing settlement of St Nicholas are incorrect and other scores would be significantly lower if assessed by reference to the nearest and furthest parts, respectively, of the allocated site, as follows:

- a. Primary school. The score of 3 for the existing settlement is correct. However, the nearest point of the allocated site is 565 metres from the school and the furthest point is approximately 935 metres. As the maximum score is 3, a score of 1 should be attributed to the nearest point and nil to the furthest point.
- b. Bus services. A score of 4 has been wrongly attributed to the existing settlement. The only bus service for St Nicholas is the X2 from Cardiff to Cowbridge and Porthcawl. There is a half-hourly service in both directions during the morning and from Monday to Saturday but only a very limited service in the evening. Only an hourly service is provided during the day on Sunday. The correct score for the existing settlement should be 3. The furthest point of the of the allocated site is approximately 700 metres from the bus stop compared with the reasonable accessibility standard of 400 metres.
- c. Proximity to main settlement. St Nicholas is situated 10 km from the centres of both Cardiff and Cowbridge, which are the nearest main settlements identified in the note at the end of Table 2 on page 10. An incorrect score of 1 has been attributed when the correct score should be nil.

The correct score for the existing settlement should be 10 not 12. The scores for the nearest and furthest points of the allocated site should be 8 and 7, respectively. The application of the process by which St Nicholas was identified as a sustainable settlement suitable for allocation of houses was unsound.

14. **Site Assessment – Stage 2 (Detailed Site Assessment).** The criteria used for the detailed site assessment at Stage 2 are set out in Appendix 1 (pages 53 to 55) of the Background Paper entitled *Findings of the Site Assessment Process* dated September 2013 (“the Site Assessment”).

The scoring criteria for that assessment are described on pages 57 to 59 of the Site Assessment. The scoring criteria were applied in the Stage 2 assessment carried out for the original *Findings of the Candidate Site Assessment Process* dated November 2011 (“the Original Assessment”) on which allocations for housing sites were made in the original Deposit LDP dated January 2012. However, although the scoring criteria remain in the Site Assessment, it is stated in a new paragraph 5.2 (which did not appear in the Original Assessment) that “...the scoring criteria devised to aid the site assessment process was not utilised as it was considered too inflexible to address the wider benefits or limitations of candidate sites.”

Each candidate site had been assessed (correctly or incorrectly) under Stage 2 using the scoring criteria for the purpose of the Original Assessment. Apart from correction of identified errors and in the absence of exceptional circumstances affecting a particular site, any significant changes in the assessment of individual sites, using the same criteria, between November 2011 and September 2013 cannot be justified. Having assessed each site using the process described in paragraph 4.3 of the Site Assessment and the stated scoring criteria, it is untenable to set aside that scoring criteria in order to produce a desired result. The selection of sites to proceed to Stage 3 was made on a subjective basis which set aside the results of the formal assessment. Such a process cannot be regarded as showing good judgement or being able to be trusted. This makes both the process and the site selection unsound. It appears that the selection was made on the basis of “we have made up our minds and do not wish to be confused by the facts”.

The Site Assessment lists at pages 9 to 37 a total of 219 candidate sites (including 175 sites proposed for residential or mixed use development) which were rejected at Stage 2 and describes briefly, in each case, the reasons for rejection. However, no information is provided on the reasons why the selected sites qualified for consideration under Stage 3 (Sustainability Appraisal) (item 13 below) and the reasons for such selection in preference to those which were rejected.

Candidate Site 2379/CS1 was rejected at Stage 2 in the Original Assessment (Attachment G). The reasons stated were that it “...would represent an unacceptable intrusion into the countryside” and “...is subject to significant highway constraint”. Nothing has changed in respect of this Candidate Site between November 2011 and September 2013. Along with the rest of the allocated site, it remains an unacceptable intrusion into the countryside (item 1 above) and has significant highway constraint (items 8, 9 & 10 above). There is no justification for its inclusion following its earlier rejection.

It is submitted that, if the stated criteria had been properly applied and the questions properly scored at Stage 2, the proposed site at St Nicholas would have been rejected at that stage and not taken to Stage 3 for the following reasons:

- a. Site status, location and accessibility. The site is greenfield; situated on grade 2 agricultural land; outside but adjacent to the existing settlement of St Nicholas; and not easily accessible to local services.

It is illogical and beyond understanding that a site which is not easily accessible has been scored 2 while a site which is easily accessible scored 1 in the scoring criteria (Appendix 1 - page 58).

Paragraph 4.16 of the Deposit LDP states "The LDP through favouring the use of previously developed land ... will contribute to preserving [its] availability for future generations." It is illogical that a greenfield site attracts a positive score (Appendix 1 - page 57) as this conflicts with the objective expressed in paragraph 4.16 and is unjustified.

The status of the St Nicholas site is negative against all four questions in this section.

- b. Environmental. The site is adjacent to a Conservation Area which would be adversely affected.
- c. Physical constraints. At present, there is no appropriate vehicular access to the main highway (A48) and the construction of any such access would create the serious problems described at item 8 above.
- d. Infrastructure capacity. As recognised on page 183 of the Deposit LDP, there is no watercourse available for discharge of surface water and the water supply has limited capacity and may be inadequate to accommodate the large proposed development. Essential local services and facilities (including a post office, shop, doctor's surgery, nursery, public house and restaurant) are not available in St Nicholas (see item 4 above).
- e. Benefits. No potential benefits of the proposed development to the local community have been identified. On the contrary, substantial disadvantages and disruption, particularly during the construction phase, would be suffered by the local community.
- f. Deliverability. A significant part of the proposed site, namely the land to the east of Candidate Sites 2378/CS1 and 2379/CS and to the north of Candidate Site 1701/CS4, was not proposed as a candidate site but was added by the Council as part of the proposed allocated site. The added land has been numbered Candidate Site 5113/CS9 in Table 4 (page 43) of the Site Assessment. No plan or information appears to have been included in the Deposit LDP or any supporting documents providing particulars of Candidate Site 5113/CS9 or confirmation that the owner is willing to release the site for development as required by paragraph (g) on page 55 of Appendix 1 of the Site Assessment.

For all the reasons set out in this item 14, the process carried out and the judgements made in Stage 2 in respect of this allocated site were unsound.

15. **Site Assessment – Stage 3 (Sustainability Appraisal).** The criteria used for the sustainability appraisal are set out on page 60 of the Site Assessment. The questions to be addressed in consideration of each of the fifteen sustainability objectives are set out on pages 60 to 63 of the Site Assessment.

The scores attributed to each of the seven Candidate Sites comprising the allocated site MG2[43] against each of the sustainability objectives are stated in Table 5 (pages 45 to 50) of the Site Assessment. The overall scores attributable to the whole allocated site, together with a commentary, are set out on pages 905 to 908 of the *Sustainability Appraisal Report* dated September 2013. Comments below are related to the overall scores in the *Sustainability Appraisal Report*.

The summary of the Council's assessment of the allocated site (page 908) shows a positive impact for only two sustainability objectives and shows a negative impact for five objectives. Even on the Council's assessment, there is a net negative impact which demonstrates that the site is unsustainable.

It is submitted that, even if the Council's scores for the St Nicholas site were properly assessed, the site would be significantly less sustainable and suitable as many of the 175 sites rejected at Stage 2.

It is also submitted that some of the commentaries on individual sustainability objectives (pages 905 to 908) are materially inaccurate and misleading and some of the scores attributed to the St Nicholas site against the assessment criteria have been wrongly attributed for the following reasons:

- a. Opportunity to meet housing needs (Sustainability Objective 1). The proposed site is unsuitable and has no merit for the provision of affordable housing for reasons set out at item 6 above.

Furthermore, the site is not located in an area identified as having any affordable housing need. Table 6.13 of the *Local Housing Market Assessment* dated September 2013 ("the LHMA") shows that there is no net demand in the East Vale which area is illustrated in Figure 1.1 of the LHMA. Paragraph 3.7 of the *Affordable Housing Background Paper* dated September 2013 confirms that there are "...no shortages of affordable housing identified in the Eastern Vale." The commentary on page 905 of the *Sustainability Appraisal Report* wrongly states that a significant need for affordable housing has been identified in the East Vale.

For the above reasons, the sustainability appraisal score of '++' has been attributed to the site on false premises and is wholly unjustified. A negative or neutral score would be more appropriate.

- b. Maintain and improve access for all (Objective 3). Existing services and facilities (particularly post office, shops, doctor's surgery and public house) are not easily accessible from the site by walking, cycling and public transport (see item 4 above). Even the facilities located in the village (bus stop, post box, school and church) are further away, particularly from the north west corner of the site, than the 'short walk' suggested in the commentary in the *Sustainability Appraisal Report* (page 906). The roads in the centre of the village are narrow, heavily congested (particularly at school start and finish times or when there is a wedding or funeral at the church) and dangerous for pedestrians, particularly young children and disabled people. Access to the main facilities and services required frequently (those located both within and outside the village) would necessitate short car journeys contrary to paragraph 7.12 of the Deposit LDP.

Access to the site cannot be obtained via Ger-y-Llan, as confirmed in the second paragraph of the letter from the Council dated 7 March 2012 (Attachment C).

The sustainability appraisal score of 'neutral' is unjustified. A negative score of '- -' would be more appropriate.

- c. Minimise the causes and manage the effects of climate change (Sustainability Objective 6). The location of the site would necessitate residents making numerous short journeys by car (see item 4 above). The distance from the north west corner of the site to the nearest bus stop is approximately 760 metres. As described at item 4 above, essential services and facilities other than shops are located at greater distances than 2.5 kilometres and, for some services and facilities, a direct bus service is not available.

No evidence has been provided to substantiate the observation that sustainable energy could be incorporated in the development. With only 3.92 hectares provided for 100 houses, it is doubtful that land could be set aside to provide a significant source of sustainable energy.

A sustainability appraisal score of '+' has been attributed. However, all of the individual Candidate Sites comprising the allocated site were attributed a neutral score. There is no justification for the score of '+' which is inconsistent with the scores for the constituent sites.

The sustainability appraisal score of '+' is unjustified. A negative score of '- -' would be more appropriate.

- d. Use land effectively and efficiently (Sustainability Objective 8). The site is greenfield; grade 2 agricultural land; does not involve the use of existing buildings; and is not capable of or suitable for high density development. The sustainability appraisal score of '-' should be amended to '- -' which is the score attributed to Candidate Sites 2379/CS1 and 5113/CS9.
- e. Reduce the need to travel and enable the use of more sustainable modes of transport (Sustainability Objective 12). For the many reasons described at items 4 & 6 above, the site will increase substantially the need to travel. The sustainability appraisal score of '-' is unjustified. A negative score of '- -' would be more appropriate.

Although the Council's own sustainability assessment was a net negative impact, a correct and properly prepared sustainability assessment would have demonstrated that the proposed site fails to provide a positive score for any of the fifteen objectives. The judgements made by the Council in the sustainability assessment of the site are unsound and the allocation of the site for housing is inappropriate and unsustainable on the basis of the tests of the fifteen sustainability objectives.

TK/26 March 2015

**PLANNING APPLICATION 2015/00249 & 2015/00283 BY REDROW HOMES
(SOUTH WALES) LIMITED**

Letter of Objection by Timothy Knowles dated 26 March 2015

Appendix D - Photographs - St Nicholas

1. Ger-y-Llan



RECEIVED
27 MAR 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

2. Ger-y- Llan



RECEIVED
27 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

3. School Lane East facing South



4.

RECEIVED
27 MAR 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

4. School Lane East - North East corner - junction with Well Lane



RECEIVED
27 - 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

5. South of Church



RECEIVED

27 MAR 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

6. West of Church



RECEIVED
27 MAR 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

7. School Lane North facing East



RECEIVED
27 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

Bowen, Dawn

From: [REDACTED]
Sent: 30 March 2015 20:16
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00249/FUL + 2015/00283/CAC
Attachments: The Vale of Glamorgan Council Mrs Lynne Gee.docx

New comments have been received for application 2015/00249/FUL at site address: Land to the East of St. Nicholas
from Mrs Lynne Gee [REDACTED]

Address:
Milford, Cowbridge Road, St Nicholas, CF56SH

Comment type:
Objection

Comments:
see attachment

The following files have been uploaded:
The Vale of Glamorgan Council Mrs Lynne Gee.docx

Case Officer:
Mr. Steven Rennie

Area:
North

D.E.E.R
RECEIVED
ACTION BY: JMC - SR
NO: 25

RECEIVED

31 MAR 2015

The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF634RT

Mrs Lynne Gee
Milford
St Nicholas
CF56SH
30.03.2015

Reference: Planning Application 2015/00249/FUL – 2015/00283/CAC

I would like to register my objection to the proposed site:

- * The site itself, although proposed in the LDP it was never allocated!
- * Development in open countryside.
- * Visual aspect St Nicholas being the "Gateway to the Vale".
- * Light pollution.
- * Increased noise.
- * increase by 65% of current population.
- * Entrance to site, totally unsuitable off a busy main road, where the speed limit of 30mph is questionable at most times during the day and night
- * Sustainability. No shop. No public house. No leisure facilities. No GP surgery. Half hourly bus service, astronomically priced with first bus commencing at 7:12a.m.
- * Conservation area. Recent proposed plans for building a house at Highdene refused. Style, parking etc not in keeping with the Conservation village.
- * Demolishing a "HOME" within the Conservation Area" effectively isolating two properties, which form part of the Conservation village.
- * Proposed design layout, not in keeping with existing buildings. (massed produced brick design totally out of character with village)
- * Adequate allocated parking spaces within the development(no facilities inhabitants total reliant on car.
- * Non existence of footpath to the east of the village. Pedestrian lights, the only set in the village, is a significant distance to the west of the development.
- * Effect on wild life, close proximity to nesting bats

The house Milford is of significant importance within the Conservation village of St Nicholas.

Signed

L. Gee

D.E.E.R
RECEIVED
ACTION BY: Jmc-SR
NO: 25
ACK:

RECEIVED

31 MAR 2015

OBJECTION

6 Ger y LLan St Nicholas Vale of Glamorgan CF5 6SY

e

TO BOTH

Mr Steven Rennie
Planning Department
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

12 April 2015

Dear Mr Rennie

Your refs: 2015/00249/FUL & 2015/00283/CAC

re Planning Application by Redrow Homes - South Wales Ltd. Land to the East of St Nicholas

I wish to add an additional objection to my original letter dated 29 March 2015 regarding the above planning applications.

I would like to draw your attention to the possible presence of bats in St Nicholas Parish Church. A report commissioned by St Nicholas Parochial Church Council in late 2012 was conducted by a bat ecologist who confirmed the existence of Serotine bats, a rare species roosting in the porch.

Bat droppings were in evidence in the porch last summer.

It is common knowledge that bats are seen flying within a 200 metre radius of the church which encroaches on the western aspect of the proposed development.

I feel it necessary to inform you of this being aware of Planning Policy Wales which states that any planning system should contribute to the protection of priority habitats and species.

I hope this letter falls within the acceptance date for representation.


Dr Paul Khoyle

RECEIVED

14 APR 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: SR2/JMC
NO 8
ACK:

Mr Steven Rennie
Planning Department
The Vale of Glamorgan Council
The Dock Office
Barry
CF63 4RT

D.E.E.R
RECEIVED
ACTION BY:
NO:
ACK:

RECEIVED

7 APR 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

Twyn Bach,
St. Nicholas,
Vale of Glamorgan,
CF5 6SG.

1/4/15

**Planning Application by Redrow Homes; Land to the East of St Nicholas: LDP Site MG2 (43)
Your refs: 2015/00249/FUL & 2015/00283/CAC**

I wish to object to the above planning application for the development of 79 houses on the land to the East of St Nicholas for the many reasons I give below.

Amongst all the valid reasons I will state against the proposed allocation for housing in St Nicholas I want the following 2 points to stand out.

- 1) The normal presumption that any site that has been allocated in an emerging LDP is sustainable cannot be applied in this case due to the concerns expressed by WAG on the current proposed LDP and the fact this application does not follow National Planning Policy (Please find attached Appendix 1 & 2, WAGs feedback comments on the housing allocation of minor rural settlements in both proposed LDPs)**
- 2) This is completely the wrong site for any housing development as it forms the front elevation to St Nicholas and is the gateway from Cardiff into the 1st Vale Conservation Village. Any development would create a major change in visual impact and would not preserve or enhance the character of the conservation area.**

History of Site

Originally in 2010 a planning application was submitted by Newydd Housing Association **2010/01341/FUL** for 14 residential units on part of the proposed allocation site, at that time the proposed site had the status of an 'area designated as being of Special Landscape Value'.

This proposal was overwhelmingly objected to by the community and the application was withdrawn before any decision was passed.

Despite these objections in 2012 the Conservative Vale Council added 2 more open country side fields to the site and proposed inclusion in the LDP Plan as an allocated site for 50 dwellings. Again the community put together very strong local objections to the proposals. It appears all our objections were in vain as the most recent proposal by the Labour Vale Council is to add more fields in open countryside and double the allocation to 100 dwellings

in their LDP. It is hardly surprising as a community we feel no one is listening to us and our objections are being totally ignored. It is very hard to have faith in the democratic process.
Conflicts with Corporate Plan (2011-2017) p15 engagement & empowerment

Density and Scale

The 79 houses proposed in St Nicholas would increase the size of the village by over 60%. The current housing density in the village is less than 6 houses per hectare; the proposed development constitutes 22 houses per hectare. This density and scale bears no resemblance to the existing Conservation Area, is outside the village settlement and is an incongruous intrusion into open countryside. It would stand isolated bearing no connection to the existing village.

Thus imposing on St Nicholas, (a minor rural settlement by the councils own definition) a huge development which is completely out of scale and density to its surroundings, more appropriate to an Urban setting, in fact having a major detrimental and unacceptable effect on the character of our community.

Conflicts with Paragraphs 4.5, 7.28, 7.29 & 7.5 LDP, Paragraph 2 policy MD2, policy MD3, policy MD6

Allocation of housing

Despite criticism on the original Conservative LDP from the Welsh Assembly Government 'Annex to WG letter (2nd April 2012) in response to the Vale of Glamorgan Council Deposit LDP' (Appendix 1) *'Some allocations in minor rural settlements, for example, 150 units in Wick and 95 units in Ystradowen are particularly large and will disproportionately increase the size of these villages. It is unlikely that development of this scale will only provide for local needs housing'* the new Labour LDP has responded by increasing its housing allocations to Minor Rural Settlements from 787units to 946units, with St Nicholas and Bonvilston alone bearing an unfair proportion of this housing. WAGS concerns of *'disproportionately overloading the minor rural settlements with housing allocations'* has been ignored as can be seen with the Vale Councils proposals for St Nicholas & Bonvilston.

Both St Nicholas and Bonvilston have been allocated in the new LDP an even greater proportion of houses for their size than Wick or Ystradowen, clearly above and beyond any local identified need.

WAG have commented on the current proposed LDP (Appendix 2) *'It is unclear how the role and function of settlements has been reflected with regard to the scale of housing proposed. While the scoring matrix focuses on 'functional links' (Sustainable Settlements Appraisal 2013) the services and facilities in many of the minor rural villages themselves appear poor. Allocations in some minor rural settlements, for example, 100 units at St Nicholas and 120 units at Bonvilston appear disproportionate to current services and facilities.'*

I don't believe 79 houses would be considered sustainable development in this rural setting. With St Nicholas's close proximities to Cardiff, realistically, Vale open countryside will be desecrated to supply extra housing for Cardiff!

The new LDP fundamentally does not address **Category B. Objections under soundness tests C2, CE1, and CE2: Matters where it appears that the deposit plan has not satisfactorily translated national policy down to the local level and there may be tensions within the plan, namely:**

Bi. – Housing: Spatial Distribution of Growth.

Sensitivity of site

The proposed site is in open countryside classed as grade 2 agricultural land and originally identified as a site of special landscape value (due to this plot being considered as a development site this status has been lifted). It has also been specifically noted for its view **St Nicholas Appraisal and Management Plan (Appendix 3)**. It is adjacent to the conservation area of St Nicholas, which has been recognised for its historic and architectural value (see **Vale Treasures** listings). Having worked within conservation for a number of years, I understand that the Vale Council has recognised and protected the unique linear development with open views to the countryside that travelling along the A48 through the villages give. This site is so sensitive, as it is the front elevation and first impression you get of a Vale village when approaching from Cardiff. Currently you get a view of the church, small rural settlement and open countryside. The development of this site would spoil the visual setting, character, and identity of St Nicholas as a rural village.

The proposed development is in direct conflict with the councils own policies,

Objective 4: The Vale's Councils Vision Statement 'To protect and enhance the Vale of Glamorgan's historic, built and natural environment.' Also contravenes **Vale of Glamorgan Tourism Strategy 2011, LDP 2.32, 2.33, and Policy MD1, MD6, MD9.**

Affordable Houses in Rural areas

There is a surplus of 7 affordable housing requirements in the East Vale (area St Nicholas falls under) as stated in the '**Local Housing Market Assessment Report 2010 table 6.13. (Appendix 4)**

There are also 0 needs for affordable housing more specifically in St Nicholas & Bonvilston identified in the **Vale of Glamorgan Rural Affordable Housing Needs Survey 2010 table 6.6**. Although I recognise a need exists across the Vale in general, particularly in the urban areas of Barry and Penarth, I see no justification in large scale developments in open countryside with limited facilities, in areas where no local need has been identified. **Allocation Conflicts with 5.22 LDP**

Surely any local housing need could be satisfied within the identified settlement boundary? In finding no logical explanation why a green field site fronting a small conservation village with very limited facilities should be put forward for such a large housing allocation where no local need has been identified, my concern is that this proposed housing allocation in St Nicholas is **purely political**. Barry, Llantwit Major and Penarth are identified in the Housing Market Assessment Document as being the 3 main areas that have the biggest housing need, yet in the new Labour LDP Draft Plan, housing allocations have been significantly reduced in these areas (predominantly Labour voters) and increased in Cowbridge and the minor rural settlements (predominately Conservative voters).

I appeal that common sense be applied to this planning application in St Nicholas and a fair decision is reached on true planning issues, outside of the political arena.

Facilities (Appendix 5)

St Nicholas has very little opportunity for local employment, it does not have a pub, shop, Cafe, Post Office, Drs Surgery, Library, rail link or recreational facilities. Lack of facilities makes this a commuter village which will be exacerbated, not relieved by this development and increase the number of people reliant on car journeys.

WAG has commented on this allocated site in the LDP, 'We consider that the proposed spatial distribution could potentially encourage reliance on the car and compound infrastructure problems in rural locations. While it is acknowledged that one of the aims of the plan is to support facilities in minor rural villages, it is not clear that the rationale for allocating over 940 units in such areas has been fully evidenced.'

WAG also commented the proposed site would contravene the **Vales Vision Objective 2 & 3**. Living in St Nicholas means inevitably lots of short car journeys. (I enjoy cycling, but entering the Vale of Glamorgan from Culverhouse Cross by cycling up the Tumble is an unrealistic expectation for most people!) The reality is the bus offers an expensive and limited service.

Policy **MD4** states that proposed developments 'where appropriate, the council will seek to secure new and improved community infrastructure, facilities and services appropriate to the scale, type and location of proposed developments'. This implies that because St Nicholas does not have these facilities, new will be built, thus further changing the character of the village. Residents have chosen to live here because they enjoy the quiet and calm of the countryside, we do not wish to become urbanised.

Traffic

To make this development safe major traffic infrastructure would need to be built. This would be out of keeping to the rural context of the site. There could be upward of 200 vehicles and service vehicles, turning right on and off the A48. This is a major consideration, particularly at peak times. Changing the gateway to the Vale visually by such traffic alterations would have a very detrimental impact on the local environment and character of the approach into the Vale.

Culverhouse Cross is a recognised 'bottleneck' into the Vale. With the proposed developments at Culverhouse Cross, Wenvoe, Cowbridge not to mention the National Trust's aim to increase visitor numbers at Dyffryn House to 250,000, further congestion problems are inevitable.

I am no traffic expert but would agree with comments put forward by fellow resident Timothy Knowles ID 1784, particularly the flaws he has identified in the **Highway Impact Assessment – A48 and Tesco Junction**. Assuming a 60mph speed through the link points 194,195 & 196 fundamentally undermines the conclusions drawn on A48 highway capacity, which makes the proposed housing at St Nicholas unsound.

Candidate site Assessment

Why has this site been chosen as an allocated site? I can find no logical reason why, especially after examining the candidate site assessment process;

a) Site status, location and accessibility, the site is a green field, grade 2 agricultural land, in the sensitive position of visually being front face to the Vales first rural village approaching from Cardiff. There are very few facilities to offer with the majority of outings relying on the car, one would assume site would be given a negative score. How did it get rated a 2?

b) Environmental, with the loss of open fields, natural hedgerow, trees and ancient footpath, not to mention the change in status from being an area designated Special Landscape value and destruction of a significant view this criteria should have a negative score.

c) Physical constraints, at a superficial level, one could say this site has immediate access onto the A48. When one begins to look further at the safety and congestion implications

this positive becomes a physical constraint that would be exceptionally detrimental to the character of the sites rural setting.

d) Infrastructure capacity it is clear that due to the proposals size and scale, the local infrastructure would not be adequate to deal with the extra demand.

e) Benefits unfortunately any benefits the village could capitalise on by new residents living in the village is being swamped and negated by the sheer size of the proposal. It is not conducive to social integration, more a housing estate sitting uncomfortably at the edge of the village.

f) Deliverability I am not able to assess this, but with the huge financial rewards this site could deliver to individuals I doubt if this is a problem.

As 5 out of 6 criteria have a negative impact, **I strongly advocate this site should have been discarded at stage 2.**

Stage 3 is even more difficult to understand how the specified criteria are met. There is not a lack of **local** housing need identified in the East Vale and St Nicholas itself, certainly to justify this scale of development, also a lack of services and facilities on offer. Access is difficult on many levels, even walking through the village there are constraints for push chairs and wheel chairs. Pavements are very narrow along A48 sandwiched between building line and Rd. I have a sister who is blind and know firsthand how difficult it is to have safe access for all, in this rural setting. Car use is essential, this development is unsustainable. **(p62 back ground paper to Sustainability Appraisal Report Nov 2011))**

Local Objection

On 19th March 2012 a Public meeting was held by the St Nicholas with Bonvilston Community Council and attended by over 80 local residents who were unanimously against the proposed allocation of 50 houses in the LDP on the grounds it was unjustified, unnecessary, unsustainable and unwanted. Due to Labours increased proposal of 100 houses in St Nicholas and a new allocation of 120 houses proposed for Bonvilston a second meeting was called on 2nd Dec 2013 and again a packed hall unanimously voted that both sites MG2 (43) & MG2 (37) be deleted from the LDP. This is proportionally a very large turnout for such a small village.

Recently 22nd March 2015 over 80 residents turned up to a meeting to oppose the current application by Redrow of 79 units.

In conclusion, The Vale Council have no right to enforce this development upon us, against the wishes of the people who live here. I am sure that a more sustainable approach of 'pepper potting' small groups of houses throughout the Vale Villages', would be more positively received and be more sensitive to respecting the existing character of the local environment.

The more I research and read planning documents I see a total disconnection with planning policy, and a contradiction on how it is being delivered at the local level. This should be enough in itself to refuse this application.

Primarily the proposed development of 79 dwellings would obliterate our Village in terms of the sheer scale and unprecedented density. We are only a small minor rural settlement

with very limited facilities and judged on planning issues this application should be turned down. However it is the 21 members of the planning committee who will vote on this application and I am very concerned they will vote politically and we won't get a fair hearing.

Yours Sincerely ✓



Suzanne Palmer

APPENDIX 1

Amgylchedd a Datblygu Cynaliadwy Environment and Sustainable Development Rob
Thomas
Head of Planning & Transportation
The Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT
Our Ref: qA980858
Your Ref: P/POL/LB/LDP30

Date: 30th March 2012

Dear Rob,

Vale of Glamorgan Local Development Plan – Deposit LDP: Welsh Government Representations

Thank you for your letter of 15th February 2012 including copies of the Deposit Local Development Plan (LDP) and accompanying documentation.

The matter of whether a plan is considered 'sound' will be for the appointed Planning Inspector to determine. I have considered the Deposit LDP in accordance with the consistency/coherence and effectiveness tests, and principally in accordance with whether satisfactory regard has been given to national planning policy (test C2). The Welsh Governments representations are separated into 4 categories which are supported with more detail in the attached annex.

Category A: Objection under soundness tests C2, CE2: Fundamental issues that are considered to present a significant degree of risk for the authority if not addressed prior to submission stage, and may have implications for the plan's strategy:

(i) Minerals.

Category B: Objections under soundness tests C2, CE1, CE2: Matters where it appears that the deposit plan has not satisfactorily translated national policy down to the local level and there may be tensions within the plan, namely:

(i) Housing: Spatial Distribution of Growth;

(ii) Deliverability;

(iii) Monitoring Framework; and

(iv) Affordable Housing.

Ffôn • [REDACTED] Gwefan • website: [REDACTED] Parc Cathays • Cathays Park
Caerdydd • Cardiff CF10 3NQ 2

Category C: In relation to soundness tests CE2, CE3, CE4: whilst not considered to be fundamental to the soundness of the LDP, we consider there to be a lack of certainty or clarity on the following matters which we consider we can usefully draw to your attention to enable you to consider how they might be better demonstrated:

(i) Gypsies and Travellers; and

(ii) Agricultural land quality.

Category D: Matters relating to clarity of the plan generally which we consider may be of assistance to your authority and to the Inspector in considering suitable changes:

(i) Housing Supply Background Paper;

(ii) Policies MD1, MD3, MD4, MD6 and MG5; and

(iii) Appendix 2.

It is for your authority to ensure that the LDP is sound when submitted for examination and it will be for the Inspector to determine how the examination proceeds once submitted.

You should consider how you could maximise the potential of your LDP being considered 'sound' through the examination process. An early meeting is considered important to discuss matters arising from this formal response to your deposit LDP and would encourage you to contact me to arrange a mutually convenient time.

Yours sincerely

Mrs Lydia Haskey
Senior Planning Manager
Planning Division
Welsh Government
Annex 3

Annex to WG letter (02nd April 2012) in response to the Vale of Glamorgan Council Deposit LDP

Category A. Objection under soundness tests C2, CE2: Fundamental issues that we consider present a significant degree of risk for the authority if not addressed prior to submission stage, and may have implications for the plan's strategy:

Minerals

Safeguarding

It can be seen from the policy, proposals map and background paper that the Vale of Glamorgan have not safeguarded limestone in its entirety and have instead confused it with the policy for identifying areas for future working. It confuses the principle of resources and safeguarding with commercial reserves (areas with potential to be worked in the plan period). Paragraph 8.2 (Minerals Background Paper) explains how the Vale of Glamorgan are targeting resources 'that could be worked without undue detriment to the environment or residential amenity' – this is a clear indication that their safeguarding areas are, in effect, preferred areas for future working. The full extent of the limestone should be safeguarded.

Safeguarding does not indicate an acceptance of mineral working. The policy on safeguarding does not address potential sterilisation of mineral resources from other forms of development, or the potential for pre-extraction if this conflict arose.

Sand and gravel is safeguarded areas appear under 'safeguarded mineral resources'. This does not appear to cover the entire sand and gravel resource known to exist. The full extent should be safeguarded.

Barry Dock Wharf

The stance on not safeguarding the wharf at Barry Dock goes against advice in the Regional Technical Statement. This should be safeguarded.

Dormant Sites

Clarification of the intention to make prohibition orders on long dormant sites to provide certainty would be beneficial.

Category B. Objections under soundness tests C2, CE1, and CE2: Matters where it appears that the deposit plan has not satisfactorily translated national policy down to the local level and there may be tensions within the plan, namely:

Bi. – Housing: Spatial Distribution of Growth

It is unclear how the role and function of settlements has been fully reflected in the scale of housing proposed in certain locations. While the scoring matrix focuses on 'functional links' (Sustainable Settlements Appraisal 2011), the services and facilities in many of the minor rural villages themselves are poor. A more realistic assessment of the settlements and their ability to provide for sustainable development having regard to services and facilities is required.

Some allocations in minor rural settlements, for example, 150 units in Wick and 95 units in Ystradowen are particularly large and will disproportionately increase the size of these villages. Paragraphs 5.16 & 5.17 of the written statement acknowledges the need for some 4

growth in minor rural settlements and states that growth here will help to meet local housing needs and to support existing local services. It is unlikely that development of this scale will only provide for local needs housing. An explanation of whether provision matches need in the appropriate locations should be provided. Other larger settlements with higher levels of services/facilities appear to have limited growth opportunities in relation to their role and function.

Issues have been highlighted in relation to high levels of out commuting to work and peak time congestion (Paragraph 3.20), coupled with limited facilities and poorer public transport infrastructure within rural settlements as influencing locational choice.

However, the proposed spatial distribution could potentially encourage reliance on the car. While it is acknowledged that one of the aims of the plan is to support facilities in minor rural villages, it is not clear that the rationale for allocating over 800 units in such areas has been fully evidenced. The current spatial distribution has potential conflicts with Key Objectives 2 and 3 of the Plan.

Further evidence is required to explain why more sustainable service centre settlements (as scored by the local authority) have in some cases lower housing numbers than those in minor rural villages. For example, Cowbridge has only 187 new units where as Wick and Ogmere by Sea, have over 150 units. In addition, it is not clear why settlements such as St Brides Major and Wenvoe, have scored highly and have no housing allocations. (Sustainable Settlements Appraisal 2011, p14 & Policy MG2).

The rationale for not including settlements boundaries around minor rural villages is not clear and requires further justification. Paragraph 7.34 (and Policy MG7) of the written statement states that it was a deliberate choice not to draw boundaries around these settlements and that development will "generally comprise infilling or limited small scale extensions to the minor rural settlements, in particular where they meet the need for affordable housing". The policy appears to be in direct contrast with the large numbers of allocated units within some of the minor rural villages. Whilst Policy MG7 gives some criteria for future development, it does not restrict numbers and the lack of a settlement boundary in these locations could result in additional housing sites coming forward in the plan period. Development in these locations is likely to be greenfield, with fewer development constraints than brownfield sites.

Bii. – Deliverability

a – Deliverability of Growth

Whilst we do not disagree with the overall level of housing provision in the plan, the deliverability of housing within the plan period requires further explanation. The mix of sites, degree of confidence in their delivery, infrastructure and planning requirements set out in Chapter 8 for the respective land uses is noted (paragraph 8.6, page111).

However, the majority of development sites rely on private sector investment and implementation which requires further clarification. The uplift from previous build rates also needs to be justified with a detailed explanation as to how deliverability can be achieved, particularly how the housing trajectory links to the phasing and deliverability of employment land, and vice versa.

The LDP has phased housing delivery over three five year periods, with rates progressively increasing. Brownfield sites are preferred and phased earlier in the plan. Table 6 (Housing Supply Background Paper) is helpful and documents the proposed release of land on housing allocations on a site by site basis. However, it is not clear how the preference of brownfield sites, particularly in the earlier stages of the plan will be managed in terms of the planning application process. How will the plan avoid 'cherry picking' of easier to develop 5

greenfield sites phased in the later stages of the plan period? The plan needs to be more robust in how it will control the phasing of development.

Attaining the higher build rates will only be feasible if the planned large strategic sites come forward as phased, especially in the earlier years of the plan. These sites account for 33% of site allocations. (2011-16 930 units, 2016-21, 900 units, 2021-26 700 units). If construction is delayed on these sites it is likely to affect the plans ability to deliver the housing requirement.

It is vital that the monitoring framework identifies any significant shortfalls and should be sufficiently robust in order to ensure the strategy is delivered.

b – Deliverability: Employment

Many employment allocations have significant constraints as highlighted in Chapter 8. In several cases these constraints are likely to affect the timing, viability and developable area of the allocations, albeit some sites appear to be at a greater risk than others.

The SEWCUS water resource zone is one of two that covers the Vale of Glamorgan and this has highlighted a potential shortfall in supply from 2020. Whilst water modelling has considered population projections, the added demand arising from employment activities appear to be more difficult to take into account. The substantive nature of the scale of the employment proposed could have a bearing on overall water supply issues.

In addition, there are constraints relating to individual allocations. Further evidence is required to demonstrate that the constraints would not restrict development. Some examples include:

- Atlantic Trading Estate (6.6ha) is located in a C2 flood zone, with sewer upgrades required, a Bronze Age settlement and early medieval barns have been found that could result in the total developable area being reduced.
 - The Strategic Site at Aerospace Business Park (88.5ha) has archaeological constraints. Bronze Age burials, along with Roman and medieval settlements have been located on the site. These features may restrict development, and archaeological works may be required before and during construction.
 - Llandow Trading Estate (6.8) has constraints relating to carboniferous limestone and its proximity to a land fill site, in addition an archaeological evaluation may be required.
- Other listed constraints on some allocations include, ecology, nature conservation, infrastructure provision and buffer zones.

Further clarification is required on how such constraints can be overcome and that they can be dealt with in order to deliver the required development within the plan period. In addition there is a lack of timescales and phasing information for some employment sites and the interrelationship with housing development.

It is vital that the monitoring framework identifies any shortfalls in delivering the level of employment in the plan period, including appropriate triggers that will inform how these issues will be addressed. 6

c- Deliverability: Policy SP7 (1) MG20 (5) Direct Rail Link to Cardiff Airport / Policy MG13 Strategic Site Adjacent to Cardiff Airport and Port Road

Integral to the Strategy is the provision of a new rail link to Cardiff Airport (a spur from the existing Vale of Glamorgan railway line) The supporting text of SP7 states that this new link will be delivered as part of the initial phase of the development, to enable the delivery of Strategic Site (MG13). The supporting text states that the scheme will be delivered by the private sector in conjunction with the Welsh Government, through a combination of public and private sector funding. This scheme is currently not included within the National or Regional Transport Plan. It is not clear how the new rail link will be funded. Is it anticipated that planning obligations sought from the development of MG13 will fund the scheme? We note that Supplementary Planning Guidance: Planning Obligations will be produced; however there is no indication of the timescales for its production. Further clarification is required in relation to the extent of funding.

The supporting text at Paragraph 5.55 states that the phasing of the proposal is outlined in Policy MG4, however, Policy MG4 relates to the Strategic Site at St Athan. This appears to be a typographical error and should relate to MD4: 'Community Infrastructure and Planning Obligations'? However, there is no phasing information within MD4 and the policy is not specific to the infrastructure required in the plan period.

The delivery of the rail link has implications for the development of Strategic Site MG13. It is anticipated that the employment land to the east and the new rail link will be developed in the first phase. No development will occur on the second phase (to the South of Port Road) until the railway line is operational. What are the implications for the delivery of this site if the rail link is delayed?

Chapter 8 Delivery and Implementation (p117 & 118) offers little clarification in terms of funding, timescales and the delivery of the necessary infrastructure. More clarification is required.

The monitoring indicators in relation to the delivery of the rail link and strategic sites are inadequate. (Please see comments in relation to the monitoring framework)

d – Deliverability: Reserve Sites: Heol Y Felin (345 units) / Land West of Swanbridge Road (650 units)

Chapter 8, p130, notes that Heol y Felin may be subject to flooding and archaeological issues. It should be demonstrated that the site is deliverable in its entirety. Clarification is required in order to determine to what extent the numbers of proposed units (345) are affected by the C2 flood zone and are there implications for reductions in the scale of growth? It must be demonstrated that the site can deliver its objectives.

Chapter 8, p139, notes that Land West of Swanbridge Road has archaeological constraints that may result in part of the site being retained as open space in order to protect archaeological features. What impact will this have on the site capacity? We are aware that agricultural land within reserve site MG2 (25) is potentially subject to a high probability BMV rating. Chapter 8 (p140) states that an 'Agricultural Land Assessment' is a planning requirement. Further clarification is required in order to determine if the appropriate surveys have been undertaken.

Development of this site is, therefore, potentially contrary to Welsh Government policy towards the conservation of BMV agricultural land (PPW 4.9.1). To bring into line with WG 7

policy will require the ALC of the land to be definitively identified by field survey and, if BMV quality is confirmed its loss should be fully justified in accordance with the procedure as described in PPW 4.9.1. The scale of potential loss of BMV quality agricultural land in this case, amounting to 27 hectares, is significant and is of concern to the national agricultural interest.

In order to ensure that the flexibility allowance within the plan is deliverable, the plan needs to demonstrate that the sites can be appropriately mitigated and can come forward in their entirety.

e – Community Infrastructure Levy (CIL)

We note that the Local Planning Authority intend to adopt a CIL charge in 2014. By virtue of the Community Infrastructure Regulations 2010, after April 2014 the ability to secure infrastructure through planning obligations will be limited. Pooled S106

contributions will no longer be allowed after 06th April 2014 (5 or more).

It is imperative that the Council secure the infrastructure necessary to deliver the development proposed in the Local Development Plan. The Council needs to be in a position where it has the appropriate mechanism in place to secure financial receipts from development in order to meet the identified requirements. A policy vacuum, leading to insufficient financial receipts to deliver the required infrastructure should be avoided. Further explanation should be provided to demonstrate how this situation is not an issue, or, if it is how will it will be resolved.

Biii. - Monitoring Framework

The mechanisms for implementation and monitoring need to be sufficiently clear and also sufficiently sensitive to provide an early alert to non-delivery. An appropriately transparent and comprehensive monitoring framework should be an integral part of an LDP. The LDP monitoring framework (Chapter 9) has some shortcomings regarding ranges, trigger points and unspecified appropriate remedial actions.

The monitoring framework is split into four categories, contextual indications, core output indicators, local indicators, environmental indicators. The rationale for not setting targets for core output indicators has not been explained. Core indicators are essential and include key indicators such as housing completions, land supply and employment. It is difficult to determine what/when would lead to a review of key policies within the plan.

Key housing sites, infrastructure, and employment schemes required to deliver the strategy should be individually listed. Appropriate trigger points that would allow sufficient time to consider and introduce alternatives should be included within the monitoring framework.

Strategic policy indicators and targets are every five years; these are not specific enough to warrant action. For example SP3 Residential Development has a target of 7721 dwellings by 2026. It is not clear from the monitoring framework what/when would trigger the release of the reserve sites.

In addition a transport indicator for SP7 is “two schemes by 2016”. It is not clear what these schemes are. The indicator suggests that these could include cycle schemes or major rail infrastructure. Monitoring indicators should be appropriately linked to the key priorities and their phasing within the plan period.

Biv. - Affordable Housing ⁸

Policy SP 4 - Affordable Housing Provision (& Policy MG5 & MD7)

The Local Housing Market Assessment (LHMA) concludes that affordable housing need for the Vale of Glamorgan is 915 per annum (equating to 4,575 per 5 year period, 13,725 over the plan period). The LDP will contribute towards meeting this identified need through the provision of 2,624 affordable dwellings over the Plan period. 1820 units will be delivered through new allocations and 804 units from windfall and small sites. This equates to 19% of the need identified in the LHMA.

a – Affordable Housing in Rural Areas (MD7) ‘Exception Sites’

Policy MD7 states that affordable housing will be permitted for 10 units or less beyond identified settlement boundaries...”

It is not clear from the policy if these rural exception sites only apply to those settlements that have identified settlement boundaries. It can be seen from the proposals map that settlement boundaries are generally drawn around larger settlements such as Barry and Cowbridge. The wording of the policy appears to exclude rural exception sites in the smaller villages that do not have identified settlement boundaries. Paragraph 5.44 states that policy MD7 will provide a framework which allows the development of “affordable housing in sustainable locations outside the settlement boundaries of the town and villages identified in the settlement hierarchy”. The Sustainable Settlements Paper documents the ‘score’ of each settlement. Many settlements that scored favourably do not have settlement boundaries. The wording of Policy MD7 would exclude them from local needs affordable housing.

b – Affordable Housing Thresholds / Targets (Policy MG5)

We note the following affordable housing targets and thresholds as set out in Policy MG5:

(5 or more dwellings)

- 30% in Barry, Llantwit Major, Rhoose & St Athan
- 35% Cowbridge, Dinas Powys, Llandough, Penarth, Sully, Wenvoe, Minor Rural, Rural Vale

The table contained within Affordable Housing Background Paper (2011) Appendix 1, p13 aids clarity and documents the numbers of affordable housing units on residential allocations. The Affordable Housing Viability Study (2010) uses the 3 Dragons methodology for assessing viability. A range of densities and targets have been tested in relation to notional one hectare sites and case studies on small sites. It is encouraging that the viability work has considered the implications of Code Level 4 and the Community Infrastructure Levy (CIL).

However, the conclusions of the report are not reflected within the policy (MG5). The report recommends (Paragraph 6.30) that the Council adopt a 10 unit threshold in Barry and Penarth, and a nil threshold elsewhere in the Vale of Glamorgan area. This reflects that the brownfield sites in Barry and Penarth are generally more constrained. If a threshold of 5 is considered viable in Barry and Penarth, this combined with a nil threshold elsewhere could enable increased delivery of affordable housing.

In addition, it is not clear if the Council have considered using commuted sums in order to secure affordable housing on sites below 5 units. It is not apparent from the evidence base 9

that the Council has fully considered this as an option and the reasons for not doing so could be better articulated.

Category C. In relation to soundness tests CE2, CE3, CE4: whilst not considered to be fundamental to the soundness of the LDP, we consider there to be a lack of certainty or clarity on the following matters which we consider we can usefully draw to your attention to enable you to consider how it might be better demonstrated:

Ci. Gypsy and Traveller Sites

We note that land is allocated at Llangan that meets the identified need of 6 authorised pitches and 15 transit pitches over the plan period.

It is noted that there are some references to English only guidance. Some assurance that Welsh Guidance has been used should be provided.

Cii. Agricultural Land Quality

Further evidence that sites allocated for development do not impact on the best qualities of agricultural land should be provided. It would appear that the reserve site MG2 (25) is high quality agricultural land and this may impact on the deliverability of the site and have a consequential adverse impact on the flexibility allowance within the plan.

Category D. Matters relating to clarity of the plan generally which we consider may be of assistance to your authority and to the Inspector in considering suitable changes.

(Di.) Housing Supply Background Paper (November 2011): Paragraph 3.13 states that due to current economic conditions, the small site and windfall sites figure has been reduced by 25%. Clarification is required as to why a figure of 25% has been chosen, as opposed to a higher or lower percentage.

(Dii.) Policy MD1 – Location of New Development: The policy wording here could benefit from more clear expression. Does the policy refer to 'sites of important nature conservation value' rather than meaning to refer to sites of 'importance for' nature conservation? The former is a wider catchment of European through to local designations.

(Diii) Policy MD3 – Design in New Development. Criterion 3 refers to 'existing features of biodiversity interest' - these need to be clarified and identified somewhere - a broad indication would be acceptable.

(Div) Policy MD4 –Community Infrastructure & Planning Obligations: In relation to Criterion 7, clarification of what is intended by 'Environmental protection and enhancement such as Nature Conservation' would be helpful.

(Dv) Policy MD6 – Promoting Biodiversity: The third paragraph of the policy needs to be more tightly worded, does this apply to nationally/internationally important sites? The phrase 'priority habitats' needs to be explained and put into context. The SPG 'Biodiversity and Development' should be updated to reflect the policies in the LDP and updated to clearly set out what is expected in an 'Ecological Appraisal' (Para 6.26 refers). 10

(Dvi) Appendix 2 – Supplementary Planning Guidance (SPG): We note the list of SPG, however there is no indication of timescales for their preparation. In addition the monitoring framework fails to include the preparation of SPG as considerations for targets and triggers, especially in relation to Development Briefs and Masterplans. We note that some information in relation to this is contained with Chapter 8 Delivery and Implementation.

(Dvii) Policy MG5 Affordable Housing- Paragraph 7.22 is somewhat misleading as it seems to suggest that the affordable housing target of 2,624 meets the need identified in the LHMA, whereas it only addresses 19% of the identified need over the plan period. Related to this, paragraph 7.4 of the Affordable Housing Background Paper states that the affordable housing target accounts for 58% of the need identified in the LHMA. Has this has been calculated on the basis of the 5-year figure (4,575) rather than the 15-year figure (13,725)?

APPENDIX 2

Adran Tai ac Adfywio Department for Housing and Regeneration

Rob Thomas Head of Planning & Transportation Vale of Glamorgan Council Docks

Office Barry Docks Barry CF63 4RT

Our Ref: QA980858

Your Ref: P/POL/AMW/LDP3

Date: 20 December 2013

Dear Rob,

Vale of Glamorgan Local Development Plan – Revised Deposit LDPWelsh Government Representation

The Welsh Government is supportive of the LDP strategy, particularly maximising the economic opportunities offered by the St Athan – Cardiff Airport Enterprise Zone, illustrating the essential role that the Vale of Glamorgan plays in the success of the wider geographical context. However, we do have concerns regarding delivery of the plan and the scale of growth being insufficient.

A critical element for the plan will be the phasing, timing and delivery of sites, ensuring that the plan delivers the scale of growth in locations to meet the needs across the entire plan period. There are numerous allocations which are subject to significant constraints, such as sewerage infrastructure, that would appear to impact on the viability, timing and delivery of key sites. **We therefore consider that if such concerns remain unanswered, additional sites will be required to ensure the plan makes sufficient provision to meet the identified need, potentially from alternative sites, candidate sites or those in previous versions of the plan, having been subject to a sustainability appraisal.**

The implications arising from the economic growth strategy and the relationship to housing provision have not been fully explored. The scale of economic growth sought through the plan would suggest increasing the housing provision. We are also concerned that the Council's approach to the phasing of residential allocations is too restrictive, not sufficiently flexible or justified by evidence. **It is considered that the phasing policy will compound further housing land supply issues in the Vale.** The Welsh Government's 2011 population projections indicate a potential downward trend in population growth for the Vale of Glamorgan, albeit the official household projections have not yet been formally released. This could result in a housing requirement below the Welsh Government 2008 household projection. However, it is considered that such a

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reduction would considerably hinder the plans ability to deliver on the strategy, infrastructure and particularly economic goals. It would be inappropriate to plan to replicate a period of economic decline. The level of housing proposed is not considered sufficient to deal with changing circumstances, particularly if sites were to be delayed. Based on the Council's evidence we consider there is a **shortfall of 500 homes, resulting in raising the housing provision in the plan to approximately 10,950 dwellings over the plan period.** The housing provision in the Deposit Plan should be an absolute minimum as any further reduction would not align with the evidence base and would impact negatively on the soundness of the plan.

The current consultation on the Draft Planning Bill makes reference to end dates of development plans, after which it is proposed they no longer remain extant. This would apply to the Vale of Glamorgan's Unitary Development Plan (UDP) which expired in 2011. This could result in the authority having no extant development plan in place to make decisions before adoption of the LDP. It is therefore imperative that LDP preparation moves forward as swiftly as possible incurring no further delay. We would wish to avoid a situation where your local authority is in a vulnerable position for an extended period of time.

The matter of whether a plan is considered 'sound' will be for the appointed Planning Inspector to determine. I have considered the Deposit LDP in accordance with the consistency/coherence tests, and principally in accordance with whether satisfactory regard has been given to national planning policy (test C2). **The Welsh Government's representations are separated into 4 categories which are supported with more detail in the attached annex.**

Category A: Objection under soundness tests C2, CE2: Fundamental issues that are considered to present a significant degree of risk for the authority if not addressed prior to submission stage, and may have implications for the plan's strategy:

None.

Category B: Objections under soundness tests C2, CE1 & CE2: Matters where it appears that the deposit plan has not satisfactorily translated national policy down to the local level and there may be tensions within the plan, namely:

B1. Scale and Location of Growth – Flexibility and spatial strategy B2.

Deliverability -Phasing, infrastructure, flooding and sewerage capacity B3. Gypsy and Traveller Provision B4. Employment -Distribution, provision and deliverability

B5. Minerals

Category C: In relation to soundness tests CE2, CE3, CE4: whilst not considered to be fundamental to the soundness of the LDP, we consider there to be a lack of certainty or clarity on the following matters which we consider we can usefully draw to your attention to enable you to consider how they might be better demonstrated:

C1. Affordable Housing -Thresholds, targets, commuted sums and evidence C2.

Gypsy & Traveller Criteria Based Policy C3. Monitoring Framework C4. Best and Most Versatile Agricultural Land

Category D: Matters relating to clarity of the plan generally which we consider may be of assistance to your authority and to the Inspector in considering suitable changes:

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Please refer to annex.

It is for your authority to ensure that the LDP is sound when submitted for examination and it will be for the Inspector to determine how the examination proceeds once submitted. You should consider how you could maximise the potential of your LDP being considered 'sound' through the examination process. An early meeting is considered advantageous to discuss matters arising from this formal response to your deposit LDP and I would encourage you to contact me to arrange a mutually convenient time.

Yours sincerely

Candice Coombs Planning Manager Planning Division (Plans Branch) Welsh
Government

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APPENDIX 4

6. Housing need

<i>Sub-area</i>	<i>Need requirement</i>				
	<i>Need</i>	<i>Supply</i>	<i>Total</i>	<i>% of net shortfall</i>	<i>Supply as % of need</i>
Barry	1,018	466	552	59.9%	45.8%
Penarth	263	109	153	16.6%	41.6%
Rural	45	10	35	3.8%	22.3%
East Vale	-3	4	-7	0.0%	-
Coastal	236	54	182	19.7%	22.9%
Total	1,558	643	915	100.0%	41.3%

Source: Vale of Glamorgan Local Housing Market Assessment Update, Fordham Research (2010); various secondary sources

Annex to Welsh Government Letter 20th December 2013 in response to the
Vale of Glamorgan Revised Local Development Plan.

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Category A -Objection under soundness tests C2, CE2: Fundamental issues that are considered to present a significant degree of risk for the authority if not addressed prior to submission stage, and may have implications for the plan's strategy:

No Issues.

Category B -Objections under soundness tests C2, CE1, and CE2: Matters where it appears that the deposit plan has not satisfactorily translated national policy down to the local level and there may be tensions within the plan, namely:

B1. Scale and Location of Growth

a) Housing Provision & Methodology -Policy SP3 & MG1

Planning Policy Wales (PPW, paragraph 9.2.2) states that the latest Welsh Government (WG) household projections should form the starting point when assessing the housing requirement for a plan; currently the 2008 based household projections. Using the Council's own conversion ratio (households to dwellings) of 4.95% this equates to approximately

10,035 dwellings over the plan period 2011-2026.

The Deposit plan makes provision for 10,450 dwellings which includes a 5% flexibility allowance, with a housing requirement of **9,950 dwellings** set out in Policy MG1. We note that the requirement (Appendix E, Population & Household Projections Paper) incorporates the ONS mid year estimates for 2009 and 2010. We do not disagree with the approach taken. However, **we object to Policy SP3 and MG1 on the basis that the level of housing proposed does not include an adequate flexibility allowance.**

Further clarification is also required to explain the interrelationship between the level of housing provision and the Council's economic and employment proposals, and the role and function of the Vale of Glamorgan within the wider geographical context. In addition, it is considered that the level of housing provision and phasing policy is not sufficiently flexible to deal with the myriad of constraints on many of the proposed allocations. Further explanation is required as to why the overall level of housing provision has been **reduced by 500 homes from the previous Deposit Plan given the strategy and objectives remain the same.**

b) Flexibility Allowance -Policy MG1

The LDP should include a flexibility allowance to demonstrate that the plan can respond to economic challenges, unforeseen circumstances associated with delivery. The Welsh Government has indicated that a notional flexibility allowance of 10% may be appropriate to allow for uncertainty regarding the delivery of sites and unforeseen issues. The first Deposit Plan (February 2012) included a 10% flexibility allowance consisting of two 'reserve sites' of 995 dwellings. The flexibility has been reduced to 5% (one reserve site) in this Deposit Plan. The rationale for such a reduction has not been explained or justified given the identified constraints. **We object to the 5% flexibility level set out in Policy MG1. The plan should be amended to include a 10% flexibility resulting in an overall housing provision of around 10, 945 dwellings, 490 units more than the current plan provision.**

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c) 2011 Based Household Projections

Whilst the WG 2011 based population projections have been published, the equivalent household projections have not yet been released. We anticipate those to be available in the New Year. The Council will need to explain both the implications and the appropriateness of the 2011 household projections, and how the various components, such as migration, relate to the strategy and the issues that the LDP is trying to address. Planning officials consider that the WG 2011 population projections will indicate a potential downward trend in population growth for the Vale of Glamorgan (a planning not statistical assessment). This could result in a housing requirement significantly below (around 2800) units) the WG 2008 household projections. However, it is considered that such a reduction would considerably hinder the plans ability to deliver on the strategy, infrastructure and economic goals. The authority should not plan for declining economic activity. The current housing provision expressed in the Deposit Plan should be an absolute minimum. **It is considered that any further reduction will not align with the evidence base and will impact negatively on the soundness of the plan.**

d) Spatial Strategy -Policy MG 2

It is unclear how the role and function of settlements has been reflected with regard to the scale of housing proposed. While the scoring matrix focuses on 'functional links' (Sustainable Settlements Appraisal 2013) the services and facilities in many of the minor rural villages themselves appear poor. Allocations in some minor rural settlements, for example, 100 units at St Nicholas and 120 units at Bonvilston appear disproportionate to current services and facilities. The proposed level of housing provision has increased in totality within Minor Rural Villages from 787 units in the first Deposit Plan to 946 units. Further clarification is needed to explain whether provision matches need in the appropriate locations and how the proposed allocations align with the objectives of the plan. For example, scale of growth and commuting patterns.

We consider that the proposed spatial distribution could potentially encourage reliance on the car and compound infrastructure problems in rural locations. **While it is acknowledged that one of the aims of the plan is to support facilities in minor rural villages, it is not clear that the rationale for allocating over 940 units in such areas has been fully evidenced.** The level of housing provision in Barry has reduced significantly from 3052 units from the previous Deposit Plan to 2360 units. **The current spatial distribution is potentially in conflict with Key Objectives 2 and 3 of the LDP. It may be necessary to allocate additional housing sites in the Key and Service Centre Settlements.**

Settlement Hierarchy	Total New Allocations	% split
Key Settlement: <i>Barry</i>	2360	30%
Service Centre Settlements: <i>Cowbridge, Llantwit Major and Penarth,</i>	1606	21%
Primary Settlements (incl. reserve site) (<i>Dinas Powys, Lanndough, Rhoose, St Athan, Sully Wenvoe</i>)	2917	37%
Minor Rural Settlements	946	12%
Total	7829	

APPENDIX 5

Appendix 5 – Detailed Scoring of Settlements

Ranking	Settlement	Secondary School / Further Education / College	Primary School	'Day-to-day' shops and services	Post Box	Places of Worship	Food and Drink outlets	Medical	Library	Community Hall	Bus Services	Rail Services	Leisure and Recreation	Employment	Proximity to Main settlement	Score	Estimated Settlement Population
1	Barry	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	53628
2	Penarth	3	3	6	1	2	2	2	1	1	4	4	4	3	1	37	24617
3	Llanwit Major	3	3	6	1	2	2	2	1	1	4	3	4	3	1	36	8632
4	Cowbridge	3	3	6	1	2	2	2	1	1	4	0	4	3	1	33	4169
5	Dinas Powys	0	3	3	1	2	2	2	1	1	4	4	2	2	1	38	7473
6	Rhoose	0	3	3	1	2	2	2	1	1	4	3	2	3	0	27	5506
7	St Athan	0	3	3	1	2	2	2	1	1	4	0	2	3	1	24	4368
8	Sully	0	3	2	1	1	2	1	1	1	4	0	2	3	1	21	3154
9	Llandough (Pen)	0	3	0	1	2	1	2	0	1	4	1	2	3	1	20	2065
10	Wenvoe	0	3	2	1	1	1	0	1	1	4	0	2	3	1	18	1082
11	Culverhouse Cross	2	0	3	1	0	2	0	0	0	4	0	1	3	1	17	281
12	Wick	0	3	2	1	2	1	0	0	1	3	0	1	0	0	14	513
13	St Brides Major	0	3	2	1	1	1	0	0	1	2	0	2	0	0	13	706
14	Bonvilston	0	0	1	1	2	1	0	0	1	4	0	0	3	0	13	365
15	St Nicholas	0	3	0	1	2	0	0	0	1	4	0	0	0	1	12	339
16	Peterston Super Ely	0	3	2	1	1	1	0	0	1	1	0	1	0	0	11	660
17	Aberthaw (East)	0	0	0	1	1	1	0	0	0	2	0	1	2	1	9	109
18	Fferm Goch	0	3	0	1	0	0	0	0	1	0	0	1	3	0	9	105
19	Pentre Meyrick	0	0	0	1	0	0	0	0	0	4	0	0	3	1	9	39
20	Ogmore by Sea	0	0	2	1	1	1	0	0	0	2	0	1	0	0	8	1040
21	Aberthin	0	0	0	1	1	1	0	0	1	1	0	0	2	1	8	365
22	Colwinston	0	3	0	0	1	1	0	0	1	0	0	2	0	0	8	362
23	Treoes	0	0	0	1	1	0	0	0	1	0	0	1	2	1	8	337
24	Ewenny	0	0	2	1	0	0	0	0	0	2	0	2	0	1	8	314
25	Llancafarn	0	3	0	1	1	1	0	0	1	0	0	0	0	1	8	165

APPENDIX 3

