



2015/00249/FUL

St Nicholas with Bonvilston Community Council

Appendix A ①

CLERK: D. Meirion Evans, Glan-y-Nant, Peterston-super-Ely, CARDIFF, CF5 6LG

Telephone: 01446 760568

Email: glanynant6@gmail.com

08 April 2016

Chief Planning Officer
Planning Department
The Vale of Glamorgan Council
Dock Office
Barry CF63 4RT

RECEIVED
11 APR 2016
Regeneration
and Planning

D.E.E.P
RECEIVED
ACTION BY: JMC/SR
NO: 4
ACK:

Dear Sir

**Planning Application by Redrow Homes: Land to the East of St Nicholas:
Your ref: 2015/00249/FUL /SR2 AMENDED PROPOSAL**

We wish to object to the above planning application for development of 101 houses on land to the east of St Nicholas for reasons which are given below: These comments are in addition to those given in our letter dated 28 March 2015 and on 2 November 2015 on the same application

1. Sustainability

The Community of St Nicholas has very little by way of services. There is a church, chapel, church hall (currently being offered for sale), school, post box and regular bus service. The preferred form of transport to access to all other services will be by private car given the high cost of public transport. The notion that services in Culverhouse Cross can be accessed by bicycle cannot be seriously considered. This will be counter to the Sustainability Objectives defined by PPW, Section 4.4 which are to:

- i. Promote resource efficient and climate change resilient settlement patterns
- ii. Locate developments so as to minimize the demand for travel, **especially by private car.**

The Vectos Transport Statement dated February 2015 cites the availability of a public bus service in justification of the sustainability of the site. However the Local Housing Market Assessment 2015 paper in Section 3.6.2 states that the method of travel to work in the Wenvoe Ward using public transport is only 3.8% with 71.6% using private car or van. This re-affirms the statement that the preferred form of transport will be by private vehicle.

The summary of the Council's assessment of the allocated site (page 908 of the Sustainability Appraisal Report) shows a positive impact for only two sustainability objectives and shows a negative impact for five objectives. The appraisal shows that there is a net negative impact that demonstrates the site is unsustainable. The application to increase the proposed development from 96 to 101 houses does nothing to improve the sustainability of the site.

2. Scale of Development

This amended application relates to 101 new houses but covers only a part of the land allocation in the LDP (MG 2-43). Taken together with the planning application 2015/00662/FUL for 20 homes on adjacent land this would bring to total numbers of houses planned on the LDP (MG 2-43) to 121 and would increase the housing in the core of the village by over 89%.

The scale of the development proposed is completely out of proportion to the existing settlement. The Welsh Assembly Government in a response to the Vale of Glamorgan Council regarding the draft LDP dated 20 December 2013 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."

If the outline planning application 2015/00689/OUT for 64 homes is also considered then the total numbers of houses currently proposed is 185. This would increase the housing in the core of the village by over 125%.

3. Need

The proposed development includes 36 affordable homes, a mix of social and affordable housing. While the need for affordable houses in the main settlements of the Vale of Glamorgan is recognised, Table 6.13 of the *Local Housing Market Assessment Report* confirms that there is no net need for affordable houses in St Nicholas and the East Vale.

4. Access to Site

The proposed access to the site is unacceptable requiring the demolition of a perfectly acceptable dwelling to create an addition access point within the Conservation Area. The increase in housing and traffic movements will only serve to increase congestion. Planning application 2015/00662/FUL has a separate access less than 100 metres to the East without recourse to the demolition of a dwelling.

5. Site layout & Design

The density of the housing is totally out of keeping with the surrounding developments. The density increased to 27.7 houses per hectare is totally incongruous with the adjacent developments.

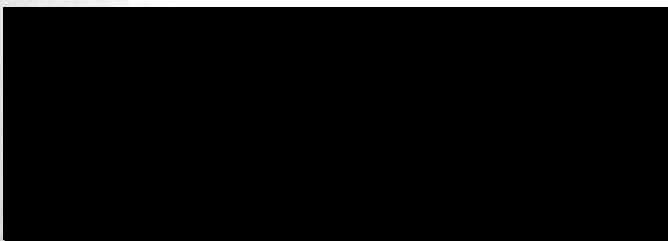
6. Public Open Space

The identified POS marked in drawing 1537-01-FUL is substantially less than the previous version of this application being no more than 0.24 ha as opposed to the required 0.48 ha for a site of this size. The small size of each of these areas of POS affords no substantial open space to support the development. The LEAP at 4m x 8m and the LAP at 4m diameter are woefully inadequate. (See attached drawing)

7. Local facilities - Sustainability

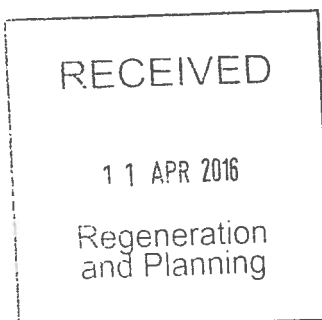
Substantial investment would be required to provide adequate facilities to support such a development. There is no public open space in the village. The village only has a church, church hall (currently being offered for sale), chapel, school and post box. There is nothing in the village apart from the church, which would provide the opportunity for the community to come together.

St Nicholas with Bonvilston Community Council object to the Application, for the reasons listed, and request that planning permission be refused.



D. Meirion Evans

CLERK



D.E.E.R
RECEIVED
ACTION BY:
NO: 4
ACK:



Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2015/00249/FUL
Observations By:	Mr Lee M Howells
Date:	22 nd September 2016
Location:	Land to the East of St. Nicholas
Proposal:	Development of 100 houses and associated open space vehicular and pedestrian access, landscaping and infrastructure, including the demolition of Emmaville
Case Officer:	Mr. Steven Rennie

The proposed development is to be served via new Major / Minor Road Junction onto the A48 which is subject to 30mph speed limit through St Nicholas which incorporating a Ghost Island, 3.5m wide combined pedestrian / cycling facilities as indicatively illustrated with the access arrangement plan produced by Vectos, reference W141341-08 Rev C and within the Planning Layout Plan produced by " The Urbanists", reference 1537-01-Ful Rev L. However, both these arrangements do not allow for suitable pedestrian crossing facilities to provide suitable and safe crossing of pedestrian / cyclist across the A48 which must be provided as part of any Planning Consent the Type / location to be determined by the LPA /HA as part of Submission of full engineering details.

The Highway Authority would advise the Local Planning Authority that the submitted Transport Assessment accompanying the application has been reviewed and can confirm that the trip generation / distributions and the suitability of the type of access arrangement proposed it has been shown to operate within the designed capacity parameters.

Vehicular s speed assessments undertaken as part of the planning process within the vicinity of the site which the developer proposes identified that the 85th Percentile Eastbound speed of 39.4mph (63kph) and a Westbound of 38.3 mph (62Kph). However, the " Access Arrangement Plan" , reference W141341-08 Rev C identifies that the visibility splays achievable within land within the ownership / control of the developer and land forming part of the adopted highway which comply with recommended the Absolute Minimum Safe Stopping

Continued Overleaf

Distance (SSD) of 78m and Desirable Minimum SSD of 98m of which all are within the recommended parameters within Manual for Streets 2 (MFS2) based on existing visibility splays (see attached graph).

The Local Planning Authority are aware that the Highway Authority have no objection to the development in principle, the highway Authority have previously raised a number of issues relating to the safety benefits of serving this site and the adjacent development also being considered associated with conflicting turning manoeuvres onto the A48 rather than two separate access based on the paragraph 3.3 of TD42 / 95 and Tan 18 which states :-

“ Note para 3.3 of TD 42/95 - A saving in accidents may be achieved, and an improvement made in operational performance, by reducing the number of lightly trafficked minor road connections onto major roads. The cost effectiveness of connecting such routes together with a link road before they join a new major road should always be investigated “ and “TAN 18 advises that the combining of individual access points along a road should be encouraged to help improve road safety.”

In terms of design of the access submitted by both developers as part of the individual planning application, both junctions can be accommodated to the required standards. However, the safety concerns relating to conflicting turning manoeuvres onto the A48 are still applicable as the design cannot resolve these matters previously raised (Copies of email attached).

There have also been issues with the internal arrangements associated with the swept path of a 11.22m refuse vehicle over riding the centre lines within the estate. However, while there are concerns the Highway Authority would not raise objection on this matter based on the proposed use of the internal road infrastructure (residential), the frequency of this occurrence and the forward visibility being provided at these locations complies with the recommendations with Manual for Street (MFS) providing suitable forward visibility of vehicles approaching any vehicle.

Should the Local Planning Authority be mindful in approving this application the following conditional should be considered for conditioning :-

1. Notwithstanding the submitted plans reference W141341-08 Rev C and within the Planning Layout Plan, reference 1537-01-Ful Rev L, no works whatsoever shall commence on the development until full Engineering details of the site access and proposed internal roads inclusive of turning facilities, footways /cycleway, vision splays , street lighting, highway drainage, onsite parking and any associated highway retaining structures etc within the vicinity of the site required by the Local Highway / Planning Authority have been submitted and approved in writing by the Local Planning Authority.

Reason:- To ensure satisfactory development of the site and to ensure estate roads are designed and constructed to a suitable and safe standard.

Continued Overleaf

2. Development shall not be commenced until a detailed scheme of the site access and associated offsite highway improvement works and programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

3. No internal development apart from the formation of the site access and 20m of internal road and associated proposed footways /cycleway, vision splays, street lighting highway drainage, highway retaining structures etc shall commence until the required highway improvement works have been constructed in accordance with the approved details

Reason:- To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety, ensure that the highway network is adequate to cater for the development as proposed and to protect the environment of the local highway corridor.

4. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, full Engineering details of any structures, drainage systems, water culverts etc abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

5. The Highway Authority will require the developer to enter into a legally binding agreement to secure the proper implementation of the Highway Improvement Works and proposed highway works servicing developments greater than 5 dwellings which shall incorporate the appropriate bond.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

6. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, and full Engineering details of any structures, drainage systems, water culverts etc abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

Continued Overleaf

7. Provide under the terms of the S106 a "Grampian condition" for the relocation / upgrading of the existing 30mph Gateway feature entering the village from the East (from Culverhouse Cross), provision of a lay by for use by the " Safety Camera Partnership " and the provision of the provision of Vehicular activated Signing (VAS) to inform and reinforce drivers of the speed limit reinforce vehicular speed and the presence of pedestrians crossing within the highway (crossing) to be undertaken as part of the offsite highway improvement works.

Reason:- To ensure that the highway improvement works are designed to an the appropriate standard in the interest of highway safety, ensure that the highway network is adequate to cater for the development as proposed and to protect the environment of the local highway corridor.

8. All areas required by the highway Authority required for visibility spays (Junctions and forward visibility on bends indicatively illustrated with the access arrangement plan, reference W141341-08 Rev C and within the Planning Layout Plan, reference 1537-01-Full Rev L, must be contained within areas identified for highway purposes and not forming part of garden frontages or amenity areas.

Reason :- In the interests of Highway / Public Safety.

9. There shall be no obstructions inclusive planting whatsoever within the areas required for vision spays. All proposed boundary walls, hedgerows or planting shall be located to the rear of the required vision spays in the interest of highway / public safety.

Reason :- In the interest of Highway / Public Safety.

10. The upgrading of existing / provision of new Sustainable Public Transport Infrastructure within the vicinity of the site in both direction along the A48 (locations and works to be agreed with the Councils Transportation / Local Planning Authority)

Reason :- In the interest of highway / public safety, accessibility to Sustainable Transport Modes, to minimize potential hazards and to aid in the delivery of sustainable Transport objectives and to support Local Transport Plan Policies.

11. No surface, roof water or other deleterious material from the site shall discharge or migrate onto the adopted highway from the individual plots. Applicant to make provisions to deal with the above within the confines of the individual plots.

Reason :- In the interest of highway Safety and environmental management.

Continued Overleaf

12. Prior to the commencement of any works a Construction Traffic Management Plan incorporating delivery outside am / pm peak travel times / school pick / drop off times, and access Route which shall incorporate adequate provision for addressing any abnormal wear and tear to the highway shall be submitted to and approved in writing with the Local Planning Authority in consultation with the Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

Reason:- In the interests of maintaining highway efficiency and safety.

13. For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.

Reason:- In the interests of maintaining highway efficiency and safety.

14. No works shall commence on site until the details of wheel cleaning facilities and cleaning regime for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:- To prevent extraneous material being deposited on the highway.

15. Prior to commencing any works within the site the approved wheel washing facilities shall be provided and implemented for the duration of the construction period in accordance the approved plan.

Reason:- To prevent extraneous material being deposited on the highway.

16. Development shall not commence until a scheme detailing provision for onsite parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason:- To ensure adequate off-street parking during construction in the interests of highway safety.

17. No materials whatsoever shall to deposited or stored within the limits of the adopted highway in the interest of highway / Public Safety and the free flow of traffic along the adopted highway.

Reason:- In the interest of highway / Public Safety and the free flow of traffic along the adopted highway.

Continued Overleaf

18. Notwithstanding the submitted plans, drawings driveway fronting garages shall have a minimum length of 6 metres as measured from the garage doors to the highway boundary and a minimum width of 3.6m.

Reason:- To ensure parked vehicles do not overhang the adjoining public highway, thereby adversely affecting highway users.

19. Notwithstanding the submitted plans and the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, garage accommodation on the site shall be provided with minimum internal dimensions measuring 3 metres x 6 metres.

Reason:- To minimise the potential for on-street parking and thereby safeguard the interest of safety and convenience of road users.

Lee M Howells – 23rd September 2016
Principal Engineer
Highway Development

Planning Officer:- Mr Steve Rennie

Enclosed:-

- Traffic Comments to Local Planning Authority in respect to the formation of Two individual residential accesses in close proximity onto the A48
- Graph identifying visibility Splay (Manual for Streets 2).
- Advisory Information

ADVISORY INFORMATION

- (a) The applicant is to be advised by the Local Planning Authority that any works immediately adjacent to or within the limits of the adopted highway will require authorisation from the Local Highway Authority.

- (b) The applicant is to be advised that the minimum internal dimensions of single garage to be considered as an onsite parking facility shall be 6m by 3m in accordance with the Councils Parking Standards and recommendations within "*Manual for Streets*", (item 8.3.41).

2015/00249/FUL

Appendix C



10

TOWN AND
COUNTRY
PLANNING
DEVELOPMENT
CONSULTANTS

30 March 2016

Our Ref: CJD.LPC.3425

Mr S Rennie
Development Control
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

Dear Mr Rennie

**Planning Application 2015/00249/FUL
Development of 101 houses and associated works
on land to the East of St Nicholas**

Further to re-consultation in respect of further revised plans for the above proposal, I wish to make an additional strong Objection.

My previous correspondence of 1st April 2015 and 27th November 2015 sets out the substantive reasoning why this development is inappropriate and should be refused.

The alterations now proposed make no substantive changes to my well founded objections. Indeed the alterations now propose even more dwellings (a total of 101, which is 22 additional dwellings to those original proposed by this submission). This increase only exacerbates my objections.

You will be aware that as part of the Examination into the Vale of Glamorgan Local Development Plan a Hearing Session took place on Wednesday 9th March 2016 when the suitability of this 'potentially' allocated site was considered by the Inspector.

I attending the Hearing Session and made strong representations as to why the site should not be allocated. As will be verified by your Policy colleagues who attending the Hearing Session the Inspector made it abundantly clear that he has "serious concerns" about the potential allocation of the site.

These concerns were so strong that indeed he instructed the Council to produce a set of Action Points clarifying what his concerns were, and so that further information could be produced on each point to assist his judgment.

For your information enclosed are the Action Points that have been produced and it is most pertinent that these all reflect the concerns I put to the Inspector at the Hearing, particularly the following three bullet points under Item 1.

LPC (Trull) Ltd
Trull Tetbury
Gloucestershire
G L B 8 S Q
Tel: 01285 841433
Fax: 01285 841489
www.lpctrull.com

CJD.LPC.3425
Page Two

- *Justify the scale of growth relative to the existing built form, including an explanation as to how the development would impact upon the character of the area;*
- *Explain how the scale of growth can be delivered in accordance with the legislative requirement to preserve or enhance the character or appearance of the respective Conservation Areas/ listed buildings; and*
- *Justify the scale of development relative to the availability of facilities and services, with particular reference to whether the development would be compliant with the Plan's own objectives (particularly Objectives 2 and 3) and the sustainability principles that underpin PPW. Further to the discussions at the hearing, the Council should explain how the functional relationship between clusters of settlements is considered to enhance the sustainability of the identified settlements.*

The Inspector has not set a Timetable yet for the response to the Actions Points.

Given the close interaction between the principle of residential development on this site and the emerging Local Development Plan process (and the fact that the Local Plan Inspector has stated his serious concerns about the potential allocation of this site), it will be grossly unreasonable for the application to be determined prior to the adoption of the Local Development Plan, unless the determination is for refusal.

I trust you will take these views into account in your determination of the application and I would be grateful if you could keep me informed of the progress of the application in due course.

Yours sincerely



Chris Dance
Associate

cc Client

The Croft,
Cowbridge Road,
St. Nicholas,
Vale of Glamorgan,
CF5 6SH.

Mr. S. Rennie,
Development Control,
The Vale of Glamorgan Council
Dock Office,
Barry Docks
Barry, CF63 4RT

31st March 2015.

Application No: 2015/00249/FUL - Land to East of St Nicholas.

Dear Mr. S. Rennie,

I am afraid that we did not receive your correspondence regarding the proposed development to the East of our property in St. Nicholas. This was brought to my attention by residents of our village and a review of your web site.

I am writing to you in order to register a number of objections to the aforementioned proposal.

Attached is a detailed submission (TheCroft_SMCCurien_2015_00249_FUL.pdf) prepared by Mr Neil Mantell of LRM Planning Limited. I would however like to summarise the key points from my perspective.

- The proposal does not constitute sustainable development.
 - Increase in size of St Nicholas by ~65%. Insufficient amenities exist in the village to support this development.
 - Substantial increase in car traffic to/from site onto the busy A48.
 - There is little demand for affordable housing in the Eastern Vale of Glamorgan.
- The proposed development is at variance with the emerging LDP and recent Welsh Government correspondence concerning the proposals for extensive developments in St Nicholas & Bonvilston. (Welsh Government in their response to the Revised Deposit LDP, dated 20th December 2013.)

2015/00249/FUL

Appendix
14

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

VL Robinson
Operational Manager Development Management
Planning Department
Vale of Glamorgan Council
Dock Office
Barry Docks
Barry
CF63 4RT

3 April 2016

Dear VL Robinson

Application No 2015/00249/FUL/SR2

Location: Land to the East of St Nicholas.

Thank you for your letter of 11 March. We wish to record our objections and would ask you to take into consideration the detailed objections we have raised in previous letters dated 12 November 2015 and 29 March 2015.

In earlier applications Redrow planned to build 79 houses which was later increased to 96. We are now informed they propose to build 101 houses which could result in the further loss of open space as specified in the original plans. The proposed additional development on land at Minks Hollow with 21 houses means 122 new properties in a small rural village.

We feel this is an overdevelopment in respect of the character of the area. The lack of available facilities and services will necessitate an increase in the number of car journeys made by private car. We question the need for the number of houses as there is no evidence currently available to justify this. The existing infrastructure in respect of roads and transport will be unable to cope with the increased demand.

We are also concerned that the development may depend on the demolition of Emmaville an attractive bungalow within the St Nicholas Conservation Area for access.

In summary we feel the objections raised above and in previous correspondence make the latest proposed development in St Nicholas unsustainable and planning consent should be refused.

Yours sincerely



Dr Paul Knoyle

Mrs Susan Knoyle

Eluned Parrott

Aelod Cynulliad dros
Ganol De Cymru

Assembly Member for
South Wales Central

2015/00249/FUL



15

Cynulliad National
Cenedlaethol Assembly for
Cymru Wales

Planning Department
Vale of Glamorgan Council
Dock Office
Barry
Vale of Glamorgan
CF63 4RT

RECEIVED

15 APR 2015

15th April 2014

Dear Sir/Madam

Planning Application Ref: 2015/00249/FUL - Land to East of St Nicholas

In my response to the Vale of Glamorgan Council's Deposit LDP, I highlighted significant concerns including:

- The fact that whilst population projections have been adjusted down, the associated housing needs projections have not, with an apparent position that 9,900 dwellings are required for 6,000 new residents (a rate of 1.65 homes per new resident);
- The lack of infrastructure, in many parts of the county, that will not support significant future development;
- An already congested road network, with no significant plans to make major changes to the road infrastructure; and
- The inclusion of a number of sites in close proximity to historic or archaeologically significant sites.

In respect of this application, I wish to object for the following reasons:

1. As highlighted within the application documents, St Nicholas is in a conservation area. The nature of the village, which currently consists of approximately 130 homes, would be transformed completely with the addition of a further 79 dwellings. It is inconceivable that an increase in the size of the village by over 60% will not have an adverse affect on the village's character;
2. It is unlikely that the current infrastructure of St Nicholas will cope with the increased demands that this development will generate. At present, the limited public amenities consist of a village hall, a church and a small primary school.
3. Public transport links for the village are poor with only two buses currently serving the village at peak times. To allow a development of this scale without significantly improving the public transport provision is, in my opinion, contrary to the Council's sustainability aims. Indeed, the Council's supplementary planning guidance states "...development proposals must give consideration to public transport provision and access...". I see nothing in this application that would lead to an increased provision in public transport for the village.

Cynulliad Cenedlaethol Cymru
Bae Caerdydd, Caerdydd, CF99 1NA
Eluned.Parrott@cymru.gov.uk
www.ElunedParrott.com
T +44(0)29 2089 8343

National Assembly for Wales
Cardiff Bay, Cardiff, CF99 1NA
Eluned.Parrott@wales.gov.uk
www.ElunedParrott.com
T +44(0)29 2089 8343



4. The granting of this application would open the door for other developments, leading to a piecemeal development of the area, contrary to a more considered approach that is required for the sustainable development of the County.
5. St Nicholas is served by the A48, a major trunk road that is getting busier day by day. Traffic through this part of the Vale of Glamorgan appears to be being directed via this road through to Culverhouse Cross, a junction that is already struggling to deal with traffic at peak times. A development of this size in St Nicholas, in addition to further developments earmarked at Wenvoe, would add to the increased congestion that this road already suffers from.

In light of the above, I would urge the Council to refuse this planning application

Yours faithfully,

Eluned Parrott AM

Welsh Liberal Democrat Assembly Member for South Wales Central