

Church Rise
St Nicholas
Vale of Glamorgan
CF5 6SG

BY EMAIL ONLY

28th October 2020

Ref: 2020/00874/RG3

Mrs Emma Watkins
Senior Planner
Planning Department
Dock Office
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Dear Mrs Watkins

RE: Re[8]: FW: Re[2]: Fw[2]: Planning Application - 2020/00874/RG3
St Nicholas Church-in-Wales Primary School rebuild to accommodate an extra 108 pupils, 234 in total

I wish to register my objection to the proposed development of a larger school on the existing site of St Nicholas School. The anticipated increase of parents' cars in the morning at drop-off time and in the afternoon at collection time from forty to one hundred and nineteen, per the traffic survey, is totally unacceptable in my opinion, and unworkable.

The inadequacies of the area in terms of road layout, parking etc are all well understood and a proven fact. The total absence of any pavements means that the children's safety is an issue on a daily basis.

The latest amended report by AECOM beggars belief and demonstrates a total lack of understanding of the parking and road safety issues with this proposal. Their suggestions only make the original problem more dangerous.

- No existing voluntary one way system actually exists in the village nor will a one way system solve the problem
- The fundamental problem is that there is ,and always will be , totally insufficient parking spaces for the numbers of pupils planned
- Cars entering School Lane from the A48 (Cowbridge end) already block up the single track road which means residents cannot get out nor could emergency vehicles get in to properties along this road.
- Approximately seven car parking spaces exist along Church View and Merrick Cottages assuming no residents are parked which is unlikely. AECOM suggests that with no pavements other cars will now be constantly circling this area whilst children and parents are trying to return to their parked cars.
- The road in front of the church is too narrow for 2 cars to pass even when cars are parked up on the verge. Even when parked on the grass verge there is probably room for a maximum of 10.
- The most dangerous idea of all is to suggest cars exit the junction by the phone box which is narrow and has extremely poor vision and will not remotely comply with regulations which clearly demonstrates that AECOM haven't even been to the location to measure the visibility splay. I have lived in the village since 1998 and I never exit on to the A48 using that junction.
- How can AECOM possibly suggest a one way system that is only known to parents and some village residents, what about other road users e.g. delivery vans etc.

The most sensible option which would comply with 4.1.9 PPW, LTP, LDP etc is to locate any new school nearest to where the greatest demand exists and thereby minimises the need for car use.

The detrimental effect of an increase in traffic volume is so severe that some residents have already decided that they will need to leave the area. Why should people in a rural environment be

so disadvantaged in this way? In addition, disruption on a daily basis at this the level will adversely affect all aspects of the environment.

I understand that an alternative site is available outside of the village which has none of the draw backs or safety issues that will occur if this plan is allowed to proceed.

Yours sincerely

Helen E Phillips