

Beech House  
Well Lane  
St Nicholas  
CF5 6SG

26 Oct 2020

Mrs Emma Watkins  
Planning Department  
The Vale of Glamorgan Council  
Dock Office,  
Barry CF63 4RT

**2020/00874/RG3 -**

**ST NICHOLAS CHURCH IN WALES PRIMARY SCHOOL – PROPOSED  
REPLACEMENT SCHOOL INCLUDING ADDITIONAL NURSERY PROVISION  
AND ASSOCIATED WORKS**

Dear Mrs Watkins

I wish to object to the above planning application.

My objections to the proposal are as follows:

**Traffic Implications:**

The AECOM Transport Assessment Addendum only reinforces my view that, overall, the Transport Assessment carried out is flawed, with some sweeping assumptions, and unsubstantiated forecast estimates. For example:

- St Nicholas is characterized, in parts, by its narrow, single carriageway lanes through the main part of the village. The introduction of the proposed one-way system would do little or nothing to ease even the traffic congestion that occurs currently with the existing number of vehicles entering and leaving the village during school drop-off and pick-up times. Bearing in mind the very considerable increase in the number of vehicles expected as a result of the proposal, and the very limited drop-off/pick-up arrangements planned, the saga of parents continuing to have to find a parking space somewhere in the village will continue – but on a far greater scale. The narrow, single carriageway routes through the village, which are unavoidable, will continue to be regular chokepoints with insufficient room for vehicles to pass.

Visiting vehicles will continue to be parked all through the village, often using the grass verges in front of the church causing damage to the grass and the boundary posts. Residents driving into the village at these times to access

their properties will continue to face considerable delay, but on a significantly greater scale. Residents attempting to leave the village by car at these times will continue to face similar challenges.

Commercial vehicles arriving and departing the village via the A48 at school drop-off/pick-up times will face the impossible task of negotiating the narrow village roadways littered with an increased number of parked cars.

- Table 2 shows that 22 of the pupils residing in land to the east of Bonvilston, which, as the TAA states, 'is on the edge of a 2km walking distance' would walk the 2km distance to and from the school. The table also indicates that an additional 7 pupils would be likely to walk from locations further than 2km from the school. These assumptions are totally unrealistic. Those of us living in the real world will know that parents would almost certainly be unwilling to undertake such walks with their children, twice per day, over such distances even in good weather.
- Paragraph 3.2.5 indicates that escorting adults will be asked to use the proposed on-site parking spaces at the school as a short-stay provision to encourage a quick turnover of school parking places. This is extremely ambitious and unrealistic. In the real world, young parents regard aspects of school drop-off/pick-up as a social event where conversations with other parents are inevitable; this reality will result in the parking of visiting cars within the school boundary and throughout the village being beyond the spirit of 'short-stay provision'.
- The most alarming proposal in the TAA is, undoubtedly, the revised one-way system which the original TA outlined. In the recommended revised system the TAA proposes that the current route, acknowledged by the vast majority of St Nicholas residents as the safest and most expeditious way of exiting onto the A48 (C 'School Lane East'), be pedestrianised. Unbelievably, the TAA concludes that B(Unnamed) be used as the village connection to the A48. The reality is that C(School Lane East), with its very considerably greater visibility of both east and west along the A48 is, by far, the safest way to access the main road. The TAA's proposal for B is staggering! B offers very limited visibility both ways along the A48 and would, without doubt, result in collisions between exiting traffic and traffic transiting the main road. The existing 30mph speed restriction on the A48 provides no protection for drivers forced to use that exit to access the A48 because a noticeable proportion of A48 traffic exceeds 30mph through the village. Clearly, AECOM, in recommending B as the primary exit onto the A48 did so without having experienced the actuality of using that inferior and dangerous proposed route.
- Of great significance is the disastrous outcome which will, undoubtedly, result one day from the failure of an emergency vehicle to access a property in the village during one of the current periods of serious traffic congestion that the village experiences with the school at its current size. The current position will be exacerbated by an enlarged school with the

resultant increase in school vehicular traffic. To re-emphasize the point, the very real potential for there to be a disastrous outcome resulting from the failure of an emergency vehicle to react in a timely manner to a village emergency cannot and must not be ignored. You must be aware that ultimate responsibility for any such incident, if planning approval were to be granted, would rest with the Vale of Glamorgan Council. I consider that it is essential that, in order to inform the Planning Committee, the 'Blue Light' services should be given the opportunity to assess the impact that impaired access to village properties, as a result of the school expansion and consequential increased vehicular traffic, would have on their ability to provide an appropriate level of response in the event of a village emergency.

Would you please make every effort to ensure that the Planning Committee has access to this letter of objection so that my views can be taken into account before the Committee arrives at a decision on the subject proposal.

**MRS E E O'HAGAN**