

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

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Dear Mrs Watkins,

I strongly object to proposed enlarged capacity and rebuilding of a larger school on the existing site.

- The village is currently over run with approx. 40 parents cars in the morning and in particular at collection time between 3-3:30pm with cars arriving as early as 2:30pm in order to find one of the few parking spaces available. There is no available space to accommodate any extra cars, let alone the 119 estimated cars from the original traffic survey
- 2.8.5 of the latest revised survey claims, "the X2 bus service provides feasible transport option for AM arrivals to school from Cardiff." This is absolute rubbish, it is inconceivable that parents would walk at least a mile from their homes, in all weather, to cross the largest and busiest roundabout in the area to finally wait at the Culverhouse House Cross bus stop on the A48.
- The survey confirms that virtually 90% of pupils will come from areas around Culverhouse Cross residing in Cardiff Council Area. As a result any proposal for school provision for these pupils in St Nicholas area means that the proposal cannot ever comply with Planning Policy Wales, LDP, LTP nor VOG Parking Standards SPG because they will always be reliant on a car to bring them to school.
- It may be that more than 119 cars will be arriving to collect children as this calculation was based on the TRICS "car passenger" mode share model which estimates 1.4 pupils per car but this model was calculated pre COVID 19.
- The school minibus can only cater for a very limited number of pupils and has operated at a significant loss of £8000 over a year and the governing body minutes confirm that they have considered reducing the afternoon service from 3 runs down to 2 runs.
- The demand for extra school places lies almost entirely within 2km of St Fagans Church In Wales School which is currently full. Additional housing developments are also planned for this area. Therefore a new much larger school should be the solution and due to its location this would then be able to comply with PPW etc, reducing car usage and allowing pupils to be able to walk to school.
- The proposal reduces the playground/amenities area by 70% per pupil and the resulting area per pupil is below the legally requires minimum.

Current staffing is 21.5 Full Time Equivalent for 128 pupils – yet they estimate they will only require an extra 2.5 FTE when there are 210 pupils and 24 FTE nursery places. I can only presume this has been calculated to comply with the onsite parking availability

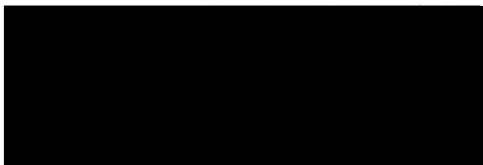
**The latest amended report by AECOM beggars belief and demonstrates a total lack of understanding of the parking and road safety issues with this proposal. Their suggestions only make the original problem more dangerous.**

- **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 an 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 7 car parking spaces exist along Church View and Merrick Cottages assuming no residents were 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 unless cars park up on the verge. If cars were 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.
- 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 to use of the car. Any new school will probably have an expected life span of at least 70 years and will therefore have an impact on its environment for the same period. If these important issues are to be ignored and a new school built in St Nicholas then an alternative larger site with safer access and parking provision needs to be found. An alternative site was offered by Mr R Treharne and a figure was initially agreed but was apparently rejected by the Head Governor and Head Mistress who will only have a transient connection with the school.

Yours faithfully,

Address



4. Ger y hlan.  
St Nicholas.

RHIAN GAY.

I have been a resident for

4 years.