

From: Haines, Stephen J (Cllr) <[REDACTED]>
Sent: 09 February 2026 12:04
To: [REDACTED]; Leo Horton-Taylor <[REDACTED]>; Morgan, Victoria <[REDACTED]>
Subject: Church Farm St. Athan

Dear Sir/Madam,

Re: Pre-Application Consultation — Land at Church Farm, St Athan

I write in my capacity as County Councillor to provide formal comments on the emerging proposals for the residential-led development at Land at Church Farm, St Athan.

I recognise that this site forms part of the Local Development Plan strategy for delivering housing growth, including affordable homes, and I support the principle of well-planned, sustainable development where it is genuinely infrastructure-led and reflects the needs and character of the existing community. However, I must emphasise that significant concerns have been raised locally regarding several aspects of the current proposals, and it is essential that these matters are addressed comprehensively prior to any planning application being submitted.

1. Housing Density and Layout

Given the scale of development anticipated, housing density and overall layout require careful reconsideration to ensure compatibility with the established character of St Athan. While efficient land use is recognised, development that appears overly dense or urban in form risks undermining local distinctiveness and placing additional pressure on already stretched infrastructure. The masterplanning approach should clearly demonstrate:

- How proposed density levels respond to local context rather than purely numerical targets.
- High-quality placemaking principles that prioritise green infrastructure, open space, and liveability.
- Integration with existing neighbourhoods to avoid creating a disconnected or overly intensive development form.

2. Traffic Impact, Site Access, and Gileston Road

Traffic and highway impacts represent one of the most significant areas of concern among local residents, and I wish to stress that these concerns are both widespread and strongly held within the community.

In particular, there has been substantial local concern regarding the proposed site entrance arrangements. Residents have questioned whether the current approach adequately considers safety, visibility, traffic flow, and cumulative impacts when viewed alongside other planned growth within St Athan.

Furthermore, Gileston Road already experiences notable congestion and operational pressures. There is serious concern regarding the potential impact of both construction traffic and future residential traffic on this route. Any proposals must therefore include:

- A robust and transparent assessment of cumulative traffic impacts.
- Detailed modelling demonstrating that the proposed access arrangements are safe and appropriate.

- A comprehensive Construction Traffic Management Plan that minimises disruption, protects residential amenity, and avoids unacceptable impacts on Gileston Road.
- Clear mitigation measures to improve safety, reduce congestion, and promote active travel alternatives.

It is essential that highway considerations are addressed proactively rather than as a reactive mitigation exercise.

3. Scale and Type of Retail Provision

I strongly encourage the provision of small-scale, locally focused retail and community-serving commercial units rather than large-format retail development.

The priority should be to:

- Support a walkable neighbourhood.
- Encourage independent local businesses and flexible community uses.
- Avoid retail formats that could generate excessive traffic or undermine existing local centres.

Retail provision should enhance local resilience and community cohesion rather than introduce unnecessary commercial scale.

4. Safe Access to St Athan Primary School

Safe and convenient access to St Athan Primary School is a critical issue, particularly given existing congestion and safety concerns during peak school periods.

The development must incorporate:

- Direct road connection including, high-quality pedestrian and cycle links to the school.
- Traffic calming and road safety measures designed into the masterplan from the outset.
- Consideration of school capacity impacts and appropriate developer contributions.

Safe routes to school should be fundamental to the design strategy and not treated as secondary mitigation.

5. Infrastructure-Led Approach

More broadly, it is essential that this development proceeds on an infrastructure-led basis. Local residents are understandably concerned that housing delivery may outpace necessary supporting infrastructure.

The proposals should therefore demonstrate clear alignment with:

- Transport infrastructure and active travel connectivity.
- Community facilities and local services.
- Green infrastructure and biodiversity enhancements.
- Measures that genuinely support sustainable living rather than increasing reliance on private vehicles.

Conclusion

I remain supportive in principle of sustainable growth within St Athan where it delivers genuine benefits for both existing and future residents. However, it is clear that housing density, traffic

impacts — particularly regarding the proposed site entrance and the implications for Gileston Road — the scale of retail provision, and safe access to the primary school are matters of significant local concern.

I strongly encourage the development team to engage further with the community and address these issues in a meaningful and demonstrable way prior to submission of any planning application. I look forward to continued dialogue as the proposals evolve.

Yours faithfully,

Stephen Haines B.Eng (Hons) MSc.

Stephen Haines
Councillor Saint Athan Ward
Elected Members
Vale of Glamorgan Council / Cyngor Bro Morgannwg



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