

Objection to proposed housing development near Waycock cross Barry.

Dear Members of the planning committee,

I am writing to formally object to the proposed housing development near Waycock Cross, Barry.

I have many concerns regarding this development, my primary concerns relate to the already significant traffic congestion at this junction. During peak morning and evening rush hours the junction is operating at or beyond its capacity. Queues regularly build up on the approach roads particularly the five-mile lane and Port road which are causing delays, increased vehicle idling and heightened safety risks for motorists and more importantly pedestrians and I question when or if a satisfactory traffic survey has taken place? if so, have members of the planning committee visited the site at peak times to witness the issue.

Given the existing conditions and restraints of the current infrastructure I question whether sufficient consideration has been given to the additional traffic that a new development will inevitably generate, even as suggested it is only 400 homes that are built, at 1.5 cars per house that would generate an additional 600 vehicles using one roundabout given that the development will only have one entry/exit point there would need to be a substantial and clearly defined infrastructure improvement, it is currently difficult to see how a couple of traffic lights added to the roundabout will see the area safely and efficiently accommodate this increase in vehicular traffic.

There is also a wider strategic concern which I fear has either not been taken into consideration or has been totally ignored, The Welsh Government own and has publicly committed to growing passenger numbers at Cardiff airport as part of its economic development strategy. Access to the airport is a critical factor in achieving this objective, given the access spur from the M4 was never built, and public transport links are at best sporadic, if traffic congestion at Weycock Cross is allowed to worsen as it is the primary access to the airport, journey times to and from the airport will become less reliable and potentially longer, discouraging travellers and undermining efforts to increase passenger numbers and potential impacting jobs as carriers are discouraged from using Cardiff. Its is difficult to reconcile the approval of a development that would add significant traffic pressure with the stated aim of improving connectivity and supporting the airport's growth.

In additional to traffic concerns and road safety, I am deeply worried about the strain that a development of this scale would place on local public services. The schools are

27 FEB 2026

already under pressure with the local primary school, Romilly currently oversubscribed and with no doubt additional families moving into this development this will significantly increase demand for school places. Similarly, GP surgeries, dental practices and other healthcare services are operating at or near capacity, with residents already experiencing difficulties in securing appointments. We have a privileged position and can afford private dental and health care, that said we are fully aware that our local dental practice does not accept NHS patients, what is the plan for these additional residents or is it something that the planning committee has not considered?

It is essential that the committee demonstrates how the existing infrastructure, including education and healthcare will be expanded and funded to meet the increased demand, given the local authorities lack of a track record in forcing developers to ensure their obligations are met with regard to public services, I use the development near Asda as an example of the developers apathy to their responsibilities, firm guarantees of investment and capacity planning are required as there is a real risk that both new and existing residents will experience yet another decline in access to essential services.

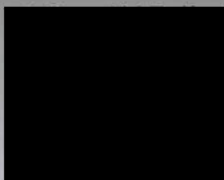
I respectfully request that the committee provide clear evidence of a comprehensive traffic and infrastructure impact assessment along with detailed mitigation proposals and not just a wish list of nice to haves, before proceeding with this application. In the absence of such assurances as there were with the initial 2015 planning request, I strongly urge the committee to reconsider or refuse the proposal in its current form.

Thank you for your time and careful consideration of these concerns. I trust that the long-term wellbeing of the community, the sustainability of local infrastructure and alignment with wider strategic objectives will be given the priority they deserve.

Yours Faithfully



Matthew Griffin



Cc Eluned Morgan, First Minister.

27 FEB 2026