

3. Historically, the village has experienced drainage problems in which sewerage overflows have combined with surface water runoff during periods of heavy rainfall. Development of Site 4069 would result in the loss of agricultural land that currently provides important natural drainage and water-absorption capacity for the wider area.

Development on greenfield land could exacerbate surface water flooding, which would be contrary to the principles set out in Welsh planning guidance.

The Local Development Plan (2011–2026) also acknowledged a historic record of localised surface water flooding within this area, and these problems remain unresolved.

4. Increased levels of car use resulting from the previous housing and primary school development have already adversely affected traffic flows, parking, and the safety of walking and cycling throughout the village. I believe that any further increase in traffic associated with further development will intensify risks and could endanger lives.

5. Colwinston is a highly car-dependent village. Contrary to the principles of the Replacement Local Development Plan (RLDP), there are no safe footways, cycle routes, or reliable bus services along the A48 or within the village that enable residents to travel sustainably. Therefore any future development should not be considered within Colwinston village as it is not possible for residents to realistically walk, cycle or use public transport to access employment, schools or services.

Visibility splays on both entrances and exits onto the A48 at Twmpath and Crack Hill are poor and do not meet appropriate safety standards for a road subject to a 60mph speed limit. Also the road surfaces within the village lanes remain substandard and there are many obscured bends and narrow sections which make them hazardous for vehicles, pedestrians, and cyclists.