



The Vale of Glamorgan Council  
Development Control  
Dock Offices  
Barry Docks  
Barry  
CF63 4RT

Dear Sir /Madam

**Vale of Glamorgan Local Development Plan**

I refer to your recent publication of the Deposit Replacement Local Development Plan launched for public consultation

I wish to register my opposition to this plan, in particular to the land West of Weycock Cross as this area of land should be protected and is site specific on the following grounds:-

1. The proposed development extends the boundary of Barry in a westerly direction and therefore increases the size of the Town of Barry. This increase is a direct encroachment into the countryside. The proposed development would have a visual impact on the entrance to Barry from the west and for visitors entering Wales from the Airport. It will also have an impact to the neighbours surrounding the development especially east of the site. Similar considerations should be given to the affect this development will have on an area of outstanding natural beauty as it borders open countryside on three sides.. I am of a belief that this development therefore extends the precise boundary of Barry into the countryside and encroaches into the green belt around Barry. This is also in my opinion in breach of the Vale of Glamorgan's Environmental Plan
2. This development will have an adverse effect on the residential amenity of neighbours, by reason of, among other factors noise, disturbance, loss of privacy, overshadowing and will therefore have an effect on the character of the neighbourhood. The loss of existing views from neighbouring properties would be adversely affected and the development would also affect the residential amenity of the present owners of Nant Talwg and Cwm Talwg and surrounding area.
3. The present infrastructure cannot cope, in my opinion, with this development. The road infrastructure is presently at breaking point with the continued development of properties within the Vale, west of Barry namely Llantwit Major and Rhoose. The A4226 main arterial road to the west, namely Port Road, is for ever full, and not only at peak times, and has been the scene of a number of accidents and many hold ups. The main fire station is situated on this road and there are times when the emergency services have difficulties in moving along this road. This development could have a drastic affect if the emergency services need to go to Cardiff Airport for an aircraft incident or an incident west of Barry , Rhoose,

Llantwit and many small villages. Also the South Wales Fire Service proceeded with their plan to amalgamate with the Ambulance Service for Wales and is now the base of many ambulances. This has increased the volume of emergency vehicles using this very busy road. The additional volume of traffic this site will produce will have a drastic effect on the response time to those living west of Barry. Other roads in the area are continually busy, especially in the summer period with visitors to Barry Island entering and leaving this busy tourist attraction. As previously mentioned there are also concerns about highway safety along Port Road with accidents, some fatal, and pedestrians movement as both High Schools are situated on or alongside this busy road. There are substantial numbers of school children within the vicinity of this busy road. I would hope that this issue is the subject to careful technical examination by qualified engineers employed by the highway authority, who can make an independent view that the development would adversely affect highway safety or the inconvenience to road users. The Vale of Glamorgan Highway Manager stated in his submission to the application for housing in Wenvoe that the A4226 has a build capacity of approximately 21,000 vehicles per day and in a 2012 a survey had estimated that this was at 27000. Therefore with all the additional build in Barry and the West Vale in Rhoose and Llantwit Major, the figure of vehicles travelling each day on the A4226 will now far exceed the capacity number.

4. The services in the area are presently at capacity. The Governments' plan for parents to be able to choose a school cannot be fulfilled as those in the area are always at capacity or near. It is a known fact that all medical facilities' within the Vale are at or over capacity. This application represents an additional 830 person, if the average household capacity of the Vale is used at 2.24. This indicates that all medical and school facilities in the area will be well over capacity, putting additional pressure on already busy practices and schools.
5. The Welsh Government purchased, at public expense, the Cardiff Airport. The transport system is presently unable to sustain the demand for the airport as there is little bus transport, the railway system is not near and the main road often too busy to encourage its use by car users. If the public are to see a return on "their" capital investment then transportation will need to be improved substantially. The development will add to the difficulties of this Airport's development.
6. To the West of Barry is substantial industry at Aberthaw and Llandow which causes large loads to be transported by road, i.e. cement etc. Also Aberthaw Power Station and the British Airway Maintenance development are situated in this area and at times it is necessary for large loads to be transported along A4226. Further west at the Llandow Estate the development of industry is continuing. The additional demands the development around Weycock Cross will adversely affect the encouragement of additional industry in this area.
7. St Athan's has been adopted as part of the Airport Enterprise zone. Although part is still operated by the MOD. St Athan Aerospace Business Park is a strong base for the development of aerospace and other activity. Aston Martin is now a user of this site and although it is going through a small financial upheaval, this adds further transport and infrastructure pressures to the west of Barry. The further of St Athan's development will have a great impact on employment for local people and bring additional prosperity to the Vale.
8. During a recent public consultation at Millwood Bowling Club it was stated to me that the transport infrastructure was adequate with a cycle path and not that far from the railway station. This comment on transport is very misleading as the cycle way, public transport, for example, are linear along Port Road and the access to the Town and its facilities are wide of the mark. After 5.30pm Monday to Friday there is no public transport between the Town Centre and the proposed development. Also, Barry Station is at

sea level yet the proposed development is some 70m (200 feet) above sea level. It may be suitable for the fit and able to walk or cycle over 2km up a steep hill but the young, parent with children and the elderly will find this impossible. It is my belief that the Environmental Statement does not comprehensively deal with the facts of the locality but has been a desk exercise showing only the benefits of this site being developed

9. I also gained information that no environmental impact had been made as yet. The site is adjoining Porthkerry Park. What affect will this development have on the wild animals who live in and around the park. There is evidence that this area is used by bats and other mammals and insects

I therefore hope that my objections to this housing proposal will be seriously considered and the Local Development Plan will not contain Weycock Cross..

Yours faithfully

Colin Crayford F. Inst. MPSA