

VALE OF GLAMORGAN  
REPLACEMENT LOCAL DEVELOPMENT PLAN  
2021 - 2036

SUMMARY OF  
CANDIDATE SITE  
REPRESENTATIONS  
RECEIVED AT PREFERRED  
STRATEGY STAGE

November 2025



## Stage 2 Candidate Site Register – Representations at Preferred Strategy Stage

Whilst the formal consultation documents were the Preferred Strategy, Initial ISA and HRA, representors were also given the opportunity to comment on the supporting documents and the Candidate Sites Register. Representations were received on of the candidate sites, as set out below. The table includes the number of representations made in the form of support, object or comment. Duplicate representations have only been counted once, but if representations made comments in relation to more than one candidate site, these have been counted separately. For example, many respondents made an identical representation under Candidate Site 473 and Candidate Site 481 – these were counted separately.

Where representations were made on candidate sites that were shown as Key Sites or Rolled Forward sites, these have been considered and addressed in the Key Housing-Led section of the Initial Consultation Report.

Responses have been processed on the basis of whether the respondent supports the principle of the site being allocated for the use identified in the Candidate Sites Register, not on whether the site has passed or failed the candidate site assessment.

A summary of the representations is included in Appendix 1. The representations have been considered as part of the further consideration of sites for inclusion in the Deposit RLDP.

Barry					
		Support	Object	Comment	Total
384	Hayes Lane	1	0	1	2
426	Land at Ffordd y Milleniwm	0	0	1	1
449	Land at Weycock Cross, South of Port Road, Barry	1	2	1	4
487	Land at Neptune Road, Barry Waterfront	1	1	1	3
371	Walters Farm, Barry	1	2	0	3
407	Land West of Coed Mawr Road, Barry	0	1	0	1

Coastal Vale					
		Support	Object	Comment	Total
377	Land adjoining Heritage Business Park	0	0	1	1
379	Land at Bridge House Farm	4	26	2	32
436	Land between Llantwit Major and Llanmaes	20	3	1	24
473	Land south of the B4265	2	41	1	44
481	Land to the North of Boverton Road	1	32	1	34

366	Land South of Clive Road, St Athan	2	7	1	10
399	Land at St Athan	0	2	1	3
457	Land South of B4265, St Athan	0	3	0	3
361	Land at Port Road, Rhose	0	0	1	1
408	Land at East Aberthaw	1	0	0	1
395	Land at St Nicholas	0	3	0	3
447	Land at Ringwood Crescent, St Athan	1	4	0	5

East Vale					
		Support	Object	Comment	Total
393	Wenvoe Quarry	1	0	1	2
412	Land east of Port Road, Wenvoe	0	0	1	1
417	Old Dairy Site, Bonvilston	0	0	1	1
385	Land at Bonvilston	1	0	0	1
435	Land South of A48, Bonvilston	1	0	0	1
490	Land to the north of Pendoylan	1	0	0	1
378	Land North East of Primary School, Peterston-Super-Ely	1	0	0	1
381	Land on the north side of Nantywern, Peterston Super Ely	1	0	0	1
454	Land at Peterston Super Ely	1	0	0	1
460	Land adjoining The Spinney	1	0	0	1
486	Land to the South of the A48 at St Nicholas	1	0	0	1
441	Land at the Downs	1	0	0	1
437	Swn Y Coed, Wenvoe	1	0	0	1
451	Land at Oaktree Farm, East of Port Road, Wenvoe	1	0	0	1
552	Land off Port Road, Wenvoe	1	0	0	1
374	Land at the Court, St Nicholas	1	0	0	1

Penarth and area					
		Support	Object	Comment	Total
444	Land north of Dinas Powys	1	4	3	8
365	Leckwith Quay	1	0	2	3
400	Land off Penlan Road, Llandough	1	20	2	23
484	Land at Hayes Road, Barry	0	1	1	2
356	Land east of Pen-y-Turnpike Road, Dinas Powys	0	3	0	3
369	Land South of Cross Common Road, Dinas Powys	1	3	0	4
419	Land at the Grange, Pen-Y- Turnpike Road, Dinas Powys	0	3	0	3
423	Land North of Dinas Powys	0	2	0	2
425	Land at St Andrews Quarry, Dinas Powys	0	2	0	2
431	Land off Caerleon Road, Dinas Powys	1	3	0	4
443	Land at Caerleon Road, Dinas Powys	0	4	0	4
353	Land on the West Side of Cardiff Road, Dinas Powys	0	3	0	3
368	Former Cogan Reservoir Site	0	4	0	4
429	Land at Pen y Turnpike Road, Llandough	1	3	0	4
434	Land at Pen y Turnpike Road, SW of Llandough Hospital	0	3	0	1
354	Brynawel Garden Centre	0	1	0	1
376	Land west of Swanbridge Road, Sully	1	1	0	2
450	Hayes Road, Sully	0	1	0	1
452	Hayes Road, Sully	0	2	0	2

Rural Vale					
		Support	Object	Comment	Total
453	Land to the East of Colwinston	1	0	0	1
391	Land at St Nicholas	0	3	0	3
570	Land off Wick Road, Ewenny, Option 2	1	3	0	4
571	Land off Wick Road, Ewenny, Option 3	1	3	0	4
367	Land South of Llantwit Major Road, Cowbridge	1	0	0	1
455	Land North of Primrose Hill, Cowbridge	1	0	0	1
514	Land East of St.Athan Road, Cowbridge	0	4	0	4
555	Land off Vale Court, Cowbridge	0	8	0	8
448	Land at Llandow Airfield	1	0	0	1
402	Land adjacent to Llangan Primary School	1	0	0	1
403	Land east of Llangan	1	0	0	1
386	Land at Hazelwood, Ogmere By Sea	1	2	0	3
494	Land South West of Sigingstone (Parcel 1)	1	0	0	1
389	Land at Three Golden Cups, Southerndown	1	2	0	3
565	Land at Nant Canna, Treoes, Option 2	1	0	0	1
355	Land West of St Brides Road, Wick	1	0	0	1
405	Land at Waun Gron, Ystradowen	0	0	1	1
430	Land at Ystradowen	1	0	0	1

## Barry, Site ID No / Rhif Adnabod y 371

587

Object

Respondent: [REDACTED] [1478]

## Summary:

Objection to candidate site 371. This site is adjacent to Sites of Special Scientific Interest and the site itself is a habitat for one of our rarest species of bat along with many other invertebrate, mammal (dormice), bird, plant and fungi (waxcaps) species. Disruption, lighting, noise and human pressure from development will destroy habitat and species in adjacent SSSI sites allowing further erosion of biodiversity in this area. This area is part of the Restore the Thaw project catchment area and so developing it is hypocritical to the council's commitment to deliver improvements to biodiversity in this area.

Attachments: None

3443

Support

Respondent: [REDACTED] [1107]

## Summary:

Walters Farm should be allocated as it consists of a largely undeveloped area of land, located immediately adjacent to Barry's settlement boundary, accessible by a choice of transport modes and in proximity to key services and facilities making it a sustainable and suitable location to deliver new housing. The site is considered to be deliverable and viable. The site was discounted for ecological reasons (SINC status). However, recent surveys conclude that the site is no longer species rich grassland, which is why it was previously designated. The site would not affect the adjoining SSSI, with a buffer zone being promoted.

Attachments:

1820

Object

Respondent: [REDACTED] [1276]

## Summary:

One of the decisions to reject site 371 - Walters Farm is that the site is poorly related to the existing built form . Surely the same reasoning applies to properties bordering site 449 in Pontypridd Road & Nant Talwg Way if you're going to have a consistent policy .

Attachments:

## Barry, Site ID No / Rhif Adnabod y 407

588

Object

Respondent: [REDACTED] [1478]

## Summary:

Objection to site 407. Site is adjacent to Sites of Special Scientific Interest and the site itself is a habitat for many invertebrate, mammal (dormice), bird, plant and fungi (waxcaps, meadow corals) species. Disruption, lighting, noise and human pressure from development will destroy habitat and species in adjacent SSSI sites allowing further erosion of biodiversity in this area. This area is part of the Restore the Thaw project catchment area and so developing it is hypocritical to the council's commitment to deliver improvements to biodiversity in this area.

Attachments: None

**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 408****3512****Support**

Respondent: [REDACTED] [1196]

Agent: [REDACTED] [2357]

**Summary:**

Stage 2 Candidate Site Register states "The site is located within a quarry buffer zone and promoted for residential development; it is therefore considered inappropriate development."

It is acknowledged that the site is currently located within a Mineral Safeguarding Limestone 2 area, as shown in the LDP maps. However, Policy MG22 of the VoGC LDP states that development can be permitted in an area of known mineral resource provided that extraction would not have an unacceptable impact on environmental or amenity considerations. Or, that the development would have no significant impact on the possible working of the resource by reason of its nature or size. Given the small extent of the site adjacent to an existing residential area, mineral extraction in such close proximity would be unlikely to be undertaken within the site area in any event.

The Candidate Site Assessment Methodology, a score of 'red' is where the site is located greater than 1200 (+15 minute-walk) to services and facilities. These facilities include (but not limited to): primary and secondary schools, health services, public transport, sports pitches, retail and employment.

In terms of immediate facilities within East Aberthaw, there is a public house and 3 bus stops. These are within approximately 500m of the site. A wider variety of shops and services can be accessed in Llantwit Major or Barry, approximately 5 and 6 miles from the site.

The settlement, location and site are inherently suitable and deliverable, and will make a significant contribution to achieving and realising the housing and economic development needs of Aberthaw East, support the surrounding settlements, and the Plan area as a whole. As such, the site should be considered further.

**Attachments:****Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 395****2251****Object**

Respondent: [REDACTED] [1846]

Petition: 2 petitioners

**Summary:**

Site ID no 395 Glebelands at Llanmaes

I agree that this site should not be taken forward for development for the reasons stated in the document, in particular the statement that it is outside the strategic growth area and would be an intrusion into the countryside. The current field makes a pleasant and welcome introduction to the village and is regularly farmed for livestock use. Development on this site would contribute to the 'coalescence of settlements'.

**Attachments:**

2222

Object

Respondent: [REDACTED] [2143]

Petition: 2 petitioners

**Summary:**

Site 395

This is an application for allocating the field in front of Greystones and owned by the Church of Wales. It is wrong that this is turned into housing for many of the same arguments that we have mentioned above. The Rural nature of our village is protected in Law and should not be changed by developing it further.

F

Attachments: None

2255

Object

Respondent: [REDACTED] [2148]

**Summary:**

Site ID no 395 Glebelands at Llanmaes

I agree that this site should not be taken forward for development for the reasons stated in the document, in particular the statement that it is outside the strategic growth area and would be an intrusion into the countryside. The current field makes a pleasant and welcome introduction to the village and is regularly farmed for livestock use. Development on this site would contribute to the 'coalescence of settlements'.

Attachments: None

Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 414

3740

Support

Respondent: [REDACTED] [2391]

**Summary:**

Site 414 was not suitable for further consideration at stage 2 as the site is located within a Quarry Buffer Zone. A Mineral Assessment has been submitted which concludes that the candidate site would be highly unlikely to be viable for future mineral extraction and that the site would have no direct impact on the mineral development operations at Aberthaw Quarry. The site is also supported by further technical and survey information including a Preliminary Landscape Appraisal, Constraints and Opportunities Plan, Phase 1 Habitat Plan, Concept Masterplan and Green Infrastructure Strategy.

Attachments:

**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 418****3488****Support**

Respondent: [REDACTED] [1196]

Agent: [REDACTED] [2357]

**Summary:**

In the Candidate Site Assessment at Preferred Strategy Stage (October 2023), the site was rejected on the following basis: "The site is unrelated to the existing built form and would represent sporadic development in the countryside. The site is located within a quarry buffer zone and promoted for residential development; it is therefore considered inappropriate development".

These issues have therefore been taken and addressed in turn.

The site is well linked to the existing residential development to the east in Fontygary and Rhoose. The site is clearly sustainable, located within proximity to key services and facilities.

the site does not have any constraints in terms of landscape and visual impact, agricultural land classification or as a green buffer / wedge or special landscape designations.

It is unclear why the site has been discounted on the basis of its location 'in the countryside'. Other allocations of land within the LDP (allocated within Policy SP4) could also be classed as 'development within the countryside'.

It is acknowledged that the site is currently located within a Mineral Safeguarding Limestone 2 area, as shown in the LDP maps. However, Policy MG22 of the VoGC LDP states that development can be permitted in an area of known mineral resource provided that extraction would not have an unacceptable impact on environmental or amenity considerations.

Given the small extent of the site adjacent to an existing residential area, mineral extraction in such close proximity would be unlikely to be undertaken within the site area in any event. Therefore, it is unreasonable for the site to have been discounted on the basis of the buffer zone, given the site's close proximity to existing residential development

**Attachments:****Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 492****2791****Support**

Respondent: [REDACTED] [1061]

**Summary:**

A site promotion document supporting the site has been submitted.

Further noise survey work is currently being undertaken in order to evidence the deliverability of the site. This will be available by the end of February.

**Attachments:**

## Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 447

2835

Object

Respondent: [REDACTED] [1816]

## Summary:

It would be absolutely devastating to lose this green space as a community. People even drive here from afar as it is much needed recreational space.

Attachments: None

2832

Object

Respondent: [REDACTED] [1597]

## Summary:

This land must not be built on as this land is a valuable Public space for all ages to exercise and play. Would be devastating to lose this lovely area for children and adults alike to enjoy.

Attachments: None

3763

Support

Respondent: [REDACTED] [1080]

Agent: [REDACTED] [2395]

## Summary:

Submission has reevaluated the council's assessment of the site and requests that the site carried forward for further consideration.

The site can offer small scale windfall development and is capable of delivering 100% affordable housing to meet an evident shortfall in the VoG. It is deliverable and developable, and presents an opportunity to support the residential role of Eglwys Brewis.

Attachments:

2845

Object

Respondent: [REDACTED] [2283]

## Summary:

The green is used every day by local residents for recreation. It provides a space for youngsters to knock a ball about or people to walk their dog. It is a social hub for that end of the village and it would be a terrible shame to lose it. There are so many houses being built elsewhere around the village in areas that do not currently have a purpose. This will only increase the amount of people that need green spaces. Well used green spaces like this foster a sense of community. I strongly oppose any building on this land.

Attachments: None

2859

Object

Respondent: [REDACTED] [2289]

**Summary:**

This land should not be considered for development. Children fly kites, throw frisbees and play cricket and football, something they would not be able to do in any of the playgrounds in the vicinity. This is a safe and popular space for children and adults, with NO antisocial behaviour unlike many of the parks in St Athan and the wider area. Consideration should be given to joining East Vale with St. Athan Village (i.e. building between East Vale and the village) rather than trying to turn this end of St Athan into a village of it's own

Attachments: None

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 385**

3630

Support

Respondent: [REDACTED] [2382]

Agent: [REDACTED] [1476]

**Summary:**

The Stage 2 Assessment of the site concluded the following:

'Development of the site would lead to the loss of BMV land contrary to national policy. Development of the site would have an adverse impact on the character and setting of the Bonvilston Conservation Area.'

A Landscape Character and Visual Impact Assessment has been conducted regarding a proposed identical development on the Land at Bonvilston. The summary of the report stated that providing that a new housing development does not have an unacceptable impact upon the countryside, incorporates sensitive landscaping, retains and enhances existing landscape features and biodiversity interests where appropriate and does not cause unacceptable harm to the important landscape character of the area, then it is consistent with the relevant local planning policies.

A review of the Agricultural Land Classification Predictive Map indicates that the site lies primarily within 'Grade 2: Very good quality agricultural land' but no Grade 1 land is present. Further assessment and tests to establish the quality would therefore be undertaken in due course to confirm the quality of the land. However, it is not considered that it would be suitable to farm in any event given the location immediately adjoining existing residential development and the fact that it is within joint private ownership.

Whilst it is acknowledged that the site lies slightly within the Bonvilston Conservation Area, the conclusion that it would be adversely affected is not considered to be accurate. The recent large residential development, 'Land at Sycamore Cross' ref. 2015/00960/FUL also slightly encroaches on the Bonvilston Conservation area but was deemed acceptable by the LPA.

The site represents a sustainable extension to Bonvilston, especially in light of the recent approvals within the vicinity for akin schemes. The area has been assessed under the current LDP as sustainable for housing development

Attachments:

## East Vale (Peterston-super-Ely &amp; Wenvoe), Site ID No / Rhif Adnabod y 435

3481

Support

Respondent: [REDACTED] Ltd [1182]

Agent: [REDACTED] [2357]

## Summary:

'The development would have an adverse impact on the character and setting of the Bonvilston Conservation Area. The site would result in a loss of the either Grade 1 or 2 agricultural land contrary to national policy. Development of the site would require major highway mitigation works to enable safe vehicular access on to the A48.'

There are fundamental disagreements with this conclusion.

- The development would have an adverse impact on the character and setting of the Bonvilston Conservation Area. The site as it currently stands, consists of an open field. This does not match the conservation area which is characterised primarily by residential dwellings of varying densities, and as such, it is considered that development of the site with sensitively designed buildings would enhance as opposed to harming its surroundings. the large residential development to the north of the site, 'Land at Sycamore Cross' ref. 2015/00960/FUL encroaches on the Bonvilston Conservation area but was deemed acceptable by the LPA.

- The site would result in a loss of the either Grade 1 or 2 agricultural land contrary to national policy.

A review of the Agricultural Land Classification Predictive Map indicates that the site lies primarily within 'Grade 2: Very good quality agricultural land' but no Grade 1 land is present.

Given that the site is relatively small with a gross area of 0.88 hectares, it is not considered that its development would result in a detrimental or significant loss of agricultural land.

- Development of the site would require major highway mitigation works to enable safe vehicular access on to the A48.

Due to the existing access point it is not considered that 'major' highway mitigation works would be needed, rather this would be enhanced and improved as part of the proposed development.

The settlement, location and site are inherently suitable and deliverable, and will make a significant contribution to achieving and realising the housing and economic development needs of Bonvilston, support the surrounding settlements, and the Plan area as a whole. As such, the site should be considered further.

## Attachments:

## East Vale (Peterston-super-Ely &amp; Wenvoe), Site ID No / Rhif Adnabod y 490

3741

Support

Respondent: [REDACTED] [1224]

Agent: [REDACTED] [917]

## Summary:

Site 490 Land at Pendoylan is suitable to be allocated for a site of 40 dwellings as it would make an important contribution to meeting housing and affordable needs. It is deliverable, adjacent to the existing settlement boundary and has limited constraints. The site comprises a mixture of Grades 2, 3b and 4 agricultural land, but an Agricultural Land Quality Consideration Report confirmed that it is not considered feasible for agricultural use.

## Attachments:

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 378****3030****Support**

Respondent: [REDACTED] [769]

Agent: [REDACTED] [1078]

**Summary:**

The Candidate Site Assessment identifies the subject site as failing the assessment for the following reason:

'the proposal would lead to the loss of Best and Most Versatile Agricultural Land contrary to National Policy.

The predictive map identifies that part of the site is classed as Grade 2 Best and Most Versatile agricultural land.

Peterston Super Ely contains a limited range of services and facilities and is served by limited public transport services'

It is considered that the approach of dismissing the site on the basis of it containing areas of BMV agricultural land is at odds with the approach taken in the identification of Key Sites at Preferred Strategy stage, the assessment of Candidate Sites, and the approach to the rollover of existing sites.

The settlement appraisal review indicates that Peterston Super Ely is one of the better performing Minor Rural Settlements evidence is submitted to demonstrate that it is a considerably more sustainable location than the Review presents. An updated Initial Integrated Sustainability Appraisal has been submitted.

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 381****3236****Support**

Respondent: [REDACTED] 1010]

**Summary:**

Peterston super Ely can be brought forward early in the plan period and assist in maintaining housing completion rates.

The settlement has significant and well used facilities serving not just the village but its hinterland as well. The village has a primary school, two pubs, shop with post office, church, community hall along with allotments, playing fields and children's play space. Peterston super Ely is well provided for this range of facilities and services and in line the RLDP Preferred Strategy is capable of accommodating additional housing growth.

Furthermore the village has an existing bus service so can comply with the public transport based growth corridor strategy. The service frequency can be improved through subsidy from the development proposals enhancing the ability for modal shift for both existing residents and the new community.

The candidate site proposals set out a range of scales of development that could be considered. The proposals seek to replicate the original masterplans for the Wyndham Park estate which were based on the garden city movement but only partly implemented. Future development could be implemented in 'orange segments' that reflect these old designs, the current field pattern and which can determine an appropriate scale of growth. The development would be accompanied by significant open space which would also be laid out in the manner of the garden village movement.

In addition to this unique history-led opportunity the development will have the ability to create safe access and egress routes for the existing and new residents of the area, which suffers periodically from blocked access through flood event. The site will not flood and nor will the proposed access. Indeed, the development could assist in mitigating the current flood problems through the capture of surface water draining from the southern fields. Existing surface water flooding problems in the existing built-up area (from the adjoining fields) would be dealt with. And a permanent save dry vehicular route created which would be available even when the River Ely is in flood.

Redrow wishes to include some additional land in the candidate site consideration. This land to the west will further improve the opportunity to facilitate a permanent dry access while avoiding areas of historic interest. This additional land could improve the access and give a better 'gateway' feel to both the existing and proposed new community at Peterston super Ely. A plan of the new land is attached.

While the village of Peterston super Ely has existing good services and facilities, the proposed development could provide S106 contributions for new or improved facilities

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 454**

3237

Support

Respondent: [REDACTED] [1010]

**Summary:**

Peterston super Ely can be brought forward early in the plan period and assist in maintaining housing completion rates.

The settlement has significant and well used facilities serving not just the village but its hinterland as well. The village has a primary school, two pubs, shop with post office, church, community hall along with allotments, playing fields and children's play space. Peterston super Ely is well provided for this range of facilities and services and in line the RLDP Preferred Strategy is capable of accommodating additional housing growth.

Furthermore the village has an existing bus service so can comply with the public transport based growth corridor strategy. The service frequency can be improved through subsidy from the development proposals enhancing the ability for modal shift for both existing residents and the new community.

The candidate site proposals set out a range of scales of development that could be considered. The proposals seek to replicate the original masterplans for the Wyndham Park estate which were based on the garden city movement but only partly implemented. Future development could be implemented in 'orange segments' that reflect these old designs, the current field pattern and which can determine an appropriate scale of growth. The development would be accompanied by significant open space which would also be laid out in the manner of the garden village movement. I

n addition to this unique history-led opportunity the development will have the ability to create safe access and egress routes for the existing and new residents of the area, which suffers periodically from blocked access through flood event. The site will not flood and nor will the proposed access. Indeed, the development could assist in mitigating the current flood problems through the capture of surface water draining from the southern fields. Existing surface water flooding problems in the existing built-up area (from the adjoining fields) would be dealt with. And a permanent save dry vehicular route created which would be available even when the River Ely is in flood.

Redrow wishes to include some additional land in the candidate site consideration. This land to the west will further improve the opportunity to facilitate a permanent dry access while avoiding areas of historic interest. This additional land could improve the access and give a better 'gateway' feel to both the existing and proposed new community at Peterston super Ely. A plan of the new land is attached.

While the village of Peterston super Ely has existing good services and facilities, the proposed development could provide S106 contributions for new or improved facilities

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 374**

4089

Support

Respondent: [REDACTED] [2440]

Agent: [REDACTED] [1425]

**Summary:**

The site was ruled out at stage 2 without requests for further information or clarification from site promoter.

It is proposed that the indicative number of dwellings be reduced to 80.

There is developer interest in the site and evidence of this is provided as part of a separate site submission.

It is considered that the site can proceed without any harm to significant trees or ecological interests. There would be no impact on archaeology.

Some of the site is Grade 3a Best and Most Versatile land but much of the wider area is likely to be the same. Loss of BMV has been justified in the area.

The site is in a Special Landscape Area but this is a local designation and should not be seen as a moratorium on development. A well designed development could be brought forward without unacceptable harm to the SLA or where benefits outweigh harm. The same would apply to Conservation Areas.

St Nicholas is served by an extended primary school and good bus service. The deficiencies are partly to do with the ageing population.

Whilst not served by a rail station, it is an exaggeration to imply that everyone will travel by rail. Hybrid and electric vehicle use is increasing and action travel routes have improved. Homeworking has also increased. The site is closer to services will be shorter than the key site allocations to Culverhouse Cross, Cardiff and the M4.

The Waste Water Treatment works is currently being upgraded and will have capacity.

There are no highway/access constraints, as supported by a separate site promotion document.

It is proposed that the indicative development parcels be deleted to remove land west of Brook Land or western half of the field to the immediate south of The Court, which would equate to a developable area of 3ha or 80 dwellings. The remainder would be used for sheep grazing and green infrastructure.

At 80 dwellings the site is considered to be viable and deliverable. The site will deliver much needed housing including affordable housing in a sustainable settlement and balance the age profile.

**Attachments:**

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 460****3703****Support**

Respondent: [REDACTED] [1225]

Agent: [REDACTED] [909]

**Summary:**

The Spinney, St Nicholas has not progressed beyond stage 2 based on the justification that 'The development would have an adverse impact on the character and setting of the St Nicholas Conservation Area'.

This is disputed. The Spinney has the least issues raised and is the most appropriate site within St Nicholas. The majority of the site is already hidden from the A48 via mature vegetation and existing boundary features, and any proposed development would maintain this approach and minimise the visual appearance on the Conservation Area. Further comments on the acceptability of the site are provided and an update of the summary of assessment of the candidate site from BP18 has been included.

If the whole site isn't include, the alternative option would be to make a logical amendment to the settlement boundary to include the western parcel (former paddock).

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 486****3393****Support**

Respondent: [REDACTED] [376]

Agent: [REDACTED] [1134]

**Summary:**

The site was discounted at Stage 2 due to impact on the conservation area, the open countryside and Grade 3a agricultural land. It is disputed that the site would impact on the conservation area as it lies outside and the Conservation Area Appraisal does not identify any features or important characteristics. It is also considered that the site can be developed without causing unacceptable visual impacts. Furthermore, the Grade 3a agricultural land is the poorest quality in St Nicholas, and the overriding need for housing would accord with the PPW search sequence. An update of the Council's summary of assessment has been provided.

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 441****3829****Support**

Respondent: [REDACTED] [2398]

Agent: [REDACTED] [2395]

**Summary:**

The candidate site submission demonstrates that the site is well contained and presents a logical infill opportunity at The Downs, in an appropriate residential location with good sustainable and active travel provision.

The Downs presents a lot more positive outcomes than the LPA suggest in their assessment. It can accommodate small scale windfall development and is capable of delivering 100% affordable housing to meet an evident shortfall in the Vale of Glamorgan.

**Attachments:**

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 437****3252****Support**

Respondent: [REDACTED] [1010]

**Summary:**

Wenvoe Redrow has submitted a candidate site proposal for land named Swn y Coed, at the northern edge of Wenvoe. Wenvoe has been designated a Primary settlement due to the range of services and facilities available and it lies on a bus route that has a regular, well used efficient service. Wenvoe is highly sustainable, and any allocation would meet the vision and objectives set out in the Preferred Strategy.

The Redrow candidate site lies on the northern boundary of Wenvoe with defensible boundaries to countryside in the north and west due to Council owned land and rising land respectively.

The site is located within easy walking distance to the primary school, shop, church, public houses and other local services and facilities. An existing bus stop is located very close to the proposed candidate site at Walston Castle restaurant on the A4050 with regular services to Barry and/or Cardiff.

The site can deliver a modest number of homes that the settlement of Wenvoe can easily absorb in terms of its role and function. The site is immediately available for development and could deliver 80 homes early in the plan period and assisting in meeting the RLDP housing requirement.

**Attachments:****East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 451****3811****Support**

Respondent: [REDACTED] [1435]

Agent: [REDACTED] [2395]

**Summary:**

Submission has evaluated the Council's site assessment and argues for the site to be reconsidered and carried forward for further consideration as part of the Deposit RLDP.

The findings of our assessment work suggests that the site at Oaktree Farm presents a lot more positive outcomes than the LPA suggest. Our findings, which are based on a more thorough analysis and knowledge of the site context, indicate that the site does not present any significantly negative outcomes, and is assessed mostly positive with 25 positive criteria

The site can offer small scale windfall development and is capable of delivering 100% affordable housing to meet an evident shortfall in the VoG. It is deliverable and developable, and presents an opportunity to support the residential role of Wenvoe.

**Attachments:**

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 552****2516****Support**

Respondent: [REDACTED] 853]

**Summary:**

Representation supports the inclusion of the CS 552 Land off Port Road/Tir oddi ar Port Road.

That Key Site North East of Barry should be derisked by reducing the number of dwellings with the shortfall should be accommodated by land with limited constraints. Land west off Port Road, Wenvoe, is deliverable and should be considered for additional growth accordingly.

The site is located within Wenvoe which is identified as a Primary Settlement within the RLDP settlement hierarchy and therefor would support and further its complementary role as a Primary Settlement.

The loss of BMV land identified with the Council's Candidate Site Assessment and loss of 3.25ha it is a modest amount which is far below the 20ha threshold over which the development of BMV agricultural land for alternative uses is considered to be nationally significant.

Planning history within Wenvoe in respect of housing growth in recent years and its status in the existing adopted LDP and the Councils latest LHMA identifying a need for affordable housing within Wenvoe would justify further housing growth.

The site would support a range of the RLDP Objectives.

The Settlements Appraisal Review states that primary settlements of Dinas Powys, Llandough (Penarth), Rhose, Sully, St. Athan and Wenvoe play an important role in providing a level of housing growth and critically, meeting housing need. The decision to omit Wenvoe from the Strategic Growth Area in the current Preferred Strategy is contrary to the Settlements Appraisal Review which poses Wenvoe as a suitable location for growth.

**Attachments:****Penarth and Area, Site ID No / Rhif Adnabod y 356****1458****Object**

Respondent: [REDACTED] [1841]

**Summary:**

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

**Attachments:**

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**1638****Object**

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Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

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**1604****Object**

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Respondent: [REDACTED] [1932]

**Summary:**

Object to site (support Council's recommendation). I object to the developers proposal on grounds that Pen-y -turnpike road is unsuitable for accepting additional traffic and access would be constrained. Site is part of green wedge and environment and the visual landscape would be harmed. The land drains to the Eastbrook and Cadoxton River and increased flooding would result, further affecting the lives of Dinas Powys residents.

**Attachments:** None**Penarth and Area, Site ID No / Rhif Adnabod y 369**

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**1459****Object**

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Respondent: [REDACTED] [1841]

**Summary:**

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

**Attachments:**

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**1639****Object**

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Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

**1610****Object**

Respondent: [REDACTED] [1932]

**Summary:**

Object to site (support Council's recommendation). I object to the development of this land on the basis that it fails to safeguard the ancient woodland, the wider ecosystems and biodiversity. It is an intrusion into the countryside. The steep slopes are unsuitable for development which would result in far greater run off into the Cadoxton River, already prone to flooding. The steep and narrow Cross Common Lane is unsuitable for additional traffic flows. Part of the site is a SINC.

Attachments: None

**3017****Support**

Respondent: [REDACTED] [769]

Agent: [REDACTED] [1078]

**Summary:**

The site assessment conclusion as follows: "The red line boundary includes a large area of land designated as SINC's and ancient woodland. Whilst only the northern part is proposed for built development, with the remainder proposed for identified mitigation, the proposed developable area still includes an area within the North of Pop Hill SINC, which is considered to have ecological value. The site would represent an intrusion into the open countryside."

It is recognised that the site boundary includes areas that are also within a SINC. A deliberately large candidate site boundary was used to incorporate additional land under Edenstone Homes' control that could be used for mitigation, enhancement, and compensation with development limited to the less sensitive portions closest to the built edge of Dinas Powys. The Candidate Site Assessment points to the need for a package of further ecological work. This is understood and reflects that the area where development is proposed, whilst less sensitive than other parts of the site, also has its sensitivities.

There is significant cost associated with this work and ultimately this is not something that can realistically be commissioned at Preferred Strategy stage.

Attachments:

**Penarth and Area, Site ID No / Rhif Adnabod y 419****1460****Object**

Respondent: [REDACTED] [1841]

**Summary:**

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

Attachments:

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**1640****Object**

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Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

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**1606****Object**

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Respondent: [REDACTED] [1932]

**Summary:**

Object to site (support Council's recommendation). I object to the developers' proposals on the grounds of unsuitable access from a road which is unsuitable for additional traffic. The development makes no sense in its location or in its sporadic layout and it infringes into the countryside. Run off would result in additional flooding for Dinas Powys residents. The countryside would be affected and the environmental balance broken, with species suffering loss.

**Attachments:** None**Penarth and Area, Site ID No / Rhif Adnabod y 423**

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**1461****Object**

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Respondent: [REDACTED] [1841]

**Summary:**

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

**Attachments:**

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**1641****Object**

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Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

## Penarth and Area, Site ID No / Rhif Adnabod y 425

1642

Object

Respondent: [REDACTED] [1948]

## Summary:

Disused quarry, less concerned as small site.

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

Attachments:

3156

Object

Respondent: [REDACTED] [2340]

## Summary:

It would be wrong to also allow ad hoc incursions into the rural community such as that indicated for site 425 Land at St Andrews Quarry/Tir yn Chwarel Saint Andras.

Attachments: None

## Penarth and Area, Site ID No / Rhif Adnabod y 431

1462

Object

Respondent: [REDACTED] [1841]

## Summary:

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

Attachments:

1643

Object

Respondent: [REDACTED] [1948]

## Summary:

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

Attachments:

1613

Object

Respondent: [REDACTED] [1932]

**Summary:**

Object to site (support Council's recommendation). I object to the developers' proposals on basis that it is an intrusion into the green wedge affecting wildlife corridors and habitats, increased water flows into the water course increasing the flooding that already occurs in Dinas Powys. It would also lessen the environmental quality experienced by existing residents in this area which has many children.

Attachments: None

3551

Support

Respondent: [REDACTED] [2375]

Agent: [REDACTED] [2227]

**Summary:**

As set out in the Preferred Strategy, the Vale of Glamorgan Settlements Appraisal Review Paper categorises the Vale's settlements into four categories : Service Centre Settlements, Primary Settlements, Minor Rural Settlements and Hamlets and Smaller Rural Settlements.

It is considered that the site 'Land at Caerleon Road' is in an appropriate location to accommodate housing provision, given that the settlement of Dinas Powys is identified as a 'Primary Settlement' within the Settlement Hierarchy. The site therefore aligns with this key element of the Strategy, and therefore, should be allocated for residential development.

The site is of course within walking distance to Eastbrook railway station (8-minutes), and is therefore served by an existing station that will form part of the South Wales Metro.

The Council have considered that the site is not suitable for further consideration, in that "Development will significantly affect stepping stones, green networks, or wildlife corridors. The development would impact on the integrity of the green wedge designation."

- The site currently lies within the Green Wedge under Policy MG18 – Between Dinas Powys, Penarth and Llandough. the extension of the site aligns with two areas that protrude in the Green Wedge designation to the south of the site and therefore would not encroach any further than that of the existing urban built to the south. The site itself only represents a very small proportion of the Green Wedge, and therefore, any development would have an insignificant impact on the designation itself, in terms of area.

The site originally included land to the north of the red line boundary, however, this has now been scaled back to the boundary above, in order to reduce the site's encroachment into the green wedge.

- Stepping Stones, Green Networks and Wildlife Corridors

To support the submission of the candidate site, a Preliminary Ecological Appraisal was undertaken to determine the ecological baseline conditions of the site. The PEA determined that the majority of the site was surveyed as containing habitats of limited value, and therefore, the site would be suitable for development.

The boundary treelines, hedgerow and scrub were found to contain areas of greatest ecological importance, and as part of any development, these features would be retained and enhanced where possible.

Attachments:

## Penarth and Area, Site ID No / Rhif Adnabod y 443

1463

Object

Respondent: [REDACTED] [1841]

## Summary:

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

Attachments:

1644

Object

Respondent: [REDACTED] [1948]

## Summary:

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

Attachments:

1605

Object

Respondent: [REDACTED] [1932]

## Summary:

Object to site (support Council's recommendation). I object to the developers' proposals on the grounds that increased run off would occur, draining into the East Brook and the Cadoxton River, which already flood affecting the lives of Dinas Powys residents and motorists, cyclists and walkers and school children. The development would be an intrusion into the green belt, lessening the environmental quality experienced by existing residents.

Attachments: None

**2062****Object**

Respondent: [REDACTED] [2014]

Petition: 2 petitioners

**Summary:**

Significantly increased congestion

The number of homes proposed would hugely increase the number of vehicles being used in the Llandough / Dinas Powys area. Cardiff Road in Dinas Powys is hugely congested as it is, at all times of the day. The infrastructure is simply not in place to cope with all of the increased traffic that would be generated if any of the sites identified above were developed into housing.

Doctors and Schools

If developed into housing, where will all the children that will be residing in the new houses be going to school and what doctors surgeries will all of the new residents be registering with?

Urgent Services

The increased traffic / congestion would inevitably adversely impact emergency services, first responders, ease of travelling to hospitals etc.

Loss of Greenbelt / impact on wildlife

Many people live in Llandough and Dinas Powys because of the many green spaces which you struggle to have in a big city like Cardiff. The greenspaces in the sites identified above provide a natural barrier between settlements, be it a barrier between Dinas Powys and Llandough or Llandough and Cardiff. In the absence of the green spaces, we risk having large conurbations with the loss of individual identity of each settlement.

Attachments:

**Penarth and Area, Site ID No / Rhif Adnabod y 353****813****Object**

Respondent: [REDACTED] [236]

**Summary:**

The Community Council fully agrees with the conclusion that Site Nos. 353 and 368 are inappropriate for residential development and that they should not be included in the local development plan.

Attachments:

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**1648****Object**

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Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

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**3084****Object**

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Respondent: [REDACTED] [1579]

**Summary:**

Development would place considerable pressures on what little infrastructure and public services we have and would have the potential to exacerbate existing flood issues in our village.

**Attachments:** None**Penarth and Area, Site ID No / Rhif Adnabod y 368**

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**2044****Object**

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Respondent: [REDACTED] [187]

**Summary:**

This sites was deemed not suitable for further consideration. I support this decision. In each case, development would place considerable pressures on infrastructure and public services and would have the potential to exacerbate existing flood issues in the village. I strongly urge the Council to reject any further applications for development of these sites.

**Attachments:**

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**2045****Object**

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Respondent: [REDACTED] [187]

**Summary:**

This sites was deemed not suitable for further consideration. I support this decision. In each case, development would place considerable pressures on infrastructure and public services and would have the potential to exacerbate existing flood issues in the village. I strongly urge the Council to reject any further applications for development of these sites.

**Attachments:**

**2061****Object**

Respondent: [REDACTED] [2014]

Petition: 2 petitioners

**Summary:**

Significantly increased congestion

The number of homes proposed would hugely increase the number of vehicles being used in the Llandough / Dinas Powys area. Cardiff Road in Dinas Powys is hugely congested as it is, at all times of the day. The infrastructure is simply not in place to cope with all of the increased traffic that would be generated if any of the sites identified above were developed into housing.

Doctors and Schools

If developed into housing, where will all the children that will be residing in the new houses be going to school and what doctors surgeries will all of the new residents be registering with?

Urgent Services

The increased traffic / congestion would inevitably adversely impact emergency services, first responders, ease of travelling to hospitals etc.

Loss of Greenbelt / impact on wildlife

Many people live in Llandough and Dinas Powys because of the many green spaces which you struggle to have in a big city like Cardiff. The greenspaces in the sites identified above provide a natural barrier between settlements, be it a barrier between Dinas Powys and Llandough or Llandough and Cardiff. In the absence of the green spaces, we risk having large conurbations with the loss of individual identity of each settlement.

**Attachments:****3085****Object**

Respondent: [REDACTED] [1579]

**Summary:**

Development would place considerable pressures on what little infrastructure and public services we have and would have the potential to exacerbate existing flood issues in our village.

**Attachments:** None**Penarth and Area, Site ID No / Rhif Adnabod y 429****815****Object**

Respondent: [REDACTED] [236]

**Summary:**

The Community Council also fully agrees with the conclusion that Site Nos. 429 and 434 are inappropriate for residential development and that they should not be included in the local development plan.

**Attachments:**

3748

Support

Respondent: [REDACTED] 2392]

Agent: [REDACTED] [529]

**Summary:**

Though it is recognised that the site lies in close proximity to Case Hill Wood and Reservoir Wood Sites of Interest for Nature Conservation (SINC), any proposed development would be able to ensure no incursion into the SINC land.

This site can offer an immediate opportunity to provide much needed affordable or market homes to the Vale of Glamorgan, to address the known and persistent dire need. The site promoter is more than content to provide a scheme of 100% affordable housing.

The site aligns to the development boundary and to the extensive Llandough Hospital campus, so in this regard is a logical location for development.

Llandough has limited room for new development or expansion within existing development confines, so this location is ideal for residential development.

If the Authority considered that a lower density is more appropriate, then the site owners would willingly accept a reduction in density.

Any future planning application would be accompanied by the appropriate suite of supporting information, and it is confidently assured that all technical constraints and material planning considerations will be suitably addressed in support of the development of this site.

**Attachments:**

2046

Object

Respondent: [REDACTED] [187]

**Summary:**

This sites was deemed not suitable for further consideration. I support this decision. In each case, development would place considerable pressures on infrastructure and public services and would have the potential to exacerbate existing flood issues in the village. I strongly urge the Council to reject any further applications for development of these sites.

**Attachments:**

3086

Object

Respondent: [REDACTED] [1579]

**Summary:**

Development would place considerable pressures on what little infrastructure and public services we have and would have the potential to exacerbate existing flood issues in our village.

**Attachments:** None

**Penarth and Area, Site ID No / Rhif Adnabod y 434****816****Object**

Respondent: [REDACTED] [236]

**Summary:**

The Community Council also fully agrees with the conclusion that Site Nos. 429 and 434 are inappropriate for residential development and that they should not be included in the local development plan.

Attachments:

**2047****Object**

Respondent: [REDACTED] [187]

**Summary:**

This sites was deemed not suitable for further consideration. I support this decision. In each case, development would place considerable pressures on infrastructure and public services and would have the potential to exacerbate existing flood issues in the village. I strongly urge the Council to reject any further applications for development of these sites.

Attachments:

**3087****Object**

Respondent: [REDACTED] [1579]

**Summary:**

Development would place considerable pressures on what little infrastructure and public services we have and would have the potential to exacerbate existing flood issues in our village.

Attachments: None

**Penarth and Area, Site ID No / Rhif Adnabod y 354****1649****Object**

Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

Attachments:

## Penarth and Area, Site ID No / Rhif Adnabod y 376

2999

Support

Respondent: [REDACTED] 386]

Agent: [REDACTED] [1078]

## Summary:

The site has failed the assessment as "Development of the site would lead to a loss of the Best and Most Versatile Grade 3a agricultural land contrary to national policy." However, whilst the site does include areas of BMV agricultural land, the site has previously been considered of limited value from a farm business perspective. An updated statement that reports on farm business practices specifically for the subject site.

It is also at odd with the approach taken in the identification of key sites, as two key sites include areas of BMV land. An updated Initial Integrated Sustainability Appraisal has been submitted.

## Attachments:

1651

Object

Respondent: [REDACTED] [1948]

## Summary:

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

## Attachments:

## Penarth and Area, Site ID No / Rhif Adnabod y 450

1652

Object

Respondent: [REDACTED] [1948]

## Summary:

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

## Attachments:

## Penarth and Area, Site ID No / Rhif Adnabod y 452

1654

Object

Respondent: [REDACTED] [1948]

## Summary:

Site next to Ty Hafren - object to use for Employment without more details being given.

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

Attachments:

3021

Object

Respondent: [REDACTED] [2074]

## Summary:

Land adjacent Ty Hafan Hospice should be reallocated for nature as part of the 30 by 30 commitment and to support the special work and support which Ty Hafan carries out.

Attachments:

## Rural Vale (Cowbridge, St Brides, Llandow &amp; Ewenny), Site ID No / Rhif Adnabod y 453

3255

Support

Respondent: [REDACTED] [1010]

## Summary:

It is considered that Redrow's Colwinston site could be considered as an affordable housing led scheme.

Colwinston Redrow has submitted a Candidate site proposal on land to the east of Colwinston which is determined to be a Minor Rural Settlement.

The village has however a new primary school, a pub, shop, coffee shop, church, village hall along with playing fields and children's play space. Colwinston is well provided for this range of facilities and services. Bus services run from Crack Hill.

The candidate site proposal seeks to secure a modest extension to the previous Redrow site in line with the capacity of the village to accommodate some new growth. The development proposes more open space to the village. To be more sustainable, the village really needs to have some work space to cater for self-employed or home workers (to reduce commuting). A transport node to encourage buses to enter and leave the village was also suggested. Redrow feels that the RLDP Preferred Strategy does not make any provision for the rural areas of the LA.

This site could bring about the ability to create some additional measures to assist both existing and new residents and significantly improve the sustainability of Colwinston. The site may also provide an opportunity for an affordable housing led scheme.

Attachments:

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 391****1867****Object**

Respondent: [REDACTED] 234]

**Summary:**

In the Stage 2 Candidate sites, it appears to have been confirmed that the proposal to develop a site for housing on land off Wick Road, Ewenny (Site ID numbers 391, 570 and 571) had been dropped as the sites were not suitable for further consideration on the basis of unacceptable intrusion into the countryside and a negative visual and landscape impact on the village's rural setting.

Ewenny Community Council are pleased that these sites (Site ID numbers 391, 570 and 571) have been confirmed to be unsuitable and therefore fail the stage 2 assessment and will no longer be considered. We are making the following observations for the record and in case there is any future consideration to develop this or any other sites in the Ewenny ward for housing development:

1. We agree the Stage 2 Candidate Site Register Assessment that these sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.
2. We believe they fail the assessment on the grounds that they:
  - a) would represent an unacceptable intrusion into the countryside.
  - b) they would have a negative visual and landscape impact on the village's rural setting;
  - c) they would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
  - d) the sites (Site ID numbers 391, 570 and 571) would not be suitable for access from any of the roads bordering the sites bordering the site (Site ID numbers 391, 570 and 571)

**Attachments:**

2111

Object

Respondent: [REDACTED] [234]

**Summary:**

2. We believe the site fail the assessment on the grounds that:

- a) would represent an unacceptable intrusion into the countryside;
- b) would have a negative visual and landscape impact on the village's rural setting;
- c) would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
- d) would not be suitable for access from any of the roads bordering the sites bordering the site
- e) housebuilding within the Ewenny River catchment, particularly the lower River Ewenny catchment, has put severe pressure on existing storm overflow sewage pumping facilities.

Ewenny Community Council has for many years highlighted to NRW, Dwr Cymru and local politicians the extremely high levels of sewage discharge into the river - and NRW are now monitoring the number of discharges. In 2020 there were 231 spills from the Ewenny pumping station, in 2021 there were 169 spills and in 2022 there were 125 spills. The sewage infrastructure cannot currently cope with the number of properties.

**Attachments:**

1858

Object

Respondent: [REDACTED] [234]

**Summary:**

We agree the Stage 2 Candidate Site Assessment that sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.

We believe they fail the assessment on the grounds they would:

- a) represent an unacceptable intrusion into the countryside;
- b) have a negative visual and landscape impact on the village's rural setting;
- c) put strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
- d) Site ID numbers 391, 570 and 571 would not be suitable for access from roads bordering the sites

**Attachments:** None

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 570****3329****Support**

Respondent: [REDACTED] [2422]

Agent: [REDACTED] [2357]

**Summary:**

The Stage 2 Assessment of the site concluded the following:

'The scale of the proposal would represent an unacceptable intrusion into the countryside and would result in a negative visual and landscape impact on the village's rural setting.'

There are fundamental disagreements with this conclusion:

The majority of sites that are being promoted are however outside the settlement boundary and in the open countryside.

The scale of the proposals is considered to be modest and not at a level which would warrant a 'negative visual and landscape impact.'

Developer Interest-It is considered that this would be achieved should the site be allocated, and planning permission granted.

Access to Services-The site has been categorised as 'red' as it is greater than 1200m (+15-minute walk) to following services. The Settlements Appraisal Review would be a far better in assessing this where the site is located less than 5 miles from multiple key services.

The site is located within 5 miles of Bridgend, and within a maximum 20-minute bus journey of service located with Bridgend.

The settlement, location and site are inherently suitable and deliverable, and will make a significant contribution to achieving and realising the housing and economic development needs of Ewenny, support the surrounding settlements, and the Plan area as a whole. As such, the site should be considered further.

**Attachments:**

1868

Object

Respondent: [REDACTED] [234]

**Summary:**

In the Stage 2 Candidate sites, it appears to have been confirmed that the proposal to develop a site for housing on land off Wick Road, Ewenny (Site ID numbers 391, 570 and 571) had been dropped as the sites were not suitable for further consideration on the basis of unacceptable intrusion into the countryside and a negative visual and landscape impact on the village's rural setting.

Ewenny Community Council are pleased that these sites (Site ID numbers 391, 570 and 571) have been confirmed to be unsuitable and therefore fail the stage 2 assessment and will no longer be considered. We are making the following observations for the record and in case there is any future consideration to develop this or any other sites in the Ewenny ward for housing development:

1. We agree the Stage 2 Candidate Site Register Assessment that these sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.
2. We believe they fail the assessment on the grounds that they:
  - a) would represent an unacceptable intrusion into the countryside.
  - b) they would have a negative visual and landscape impact on the village's rural setting;
  - c) they would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
  - d) the sites (Site ID numbers 391, 570 and 571) would not be suitable for access from any of the roads bordering the sites bordering the site (Site ID numbers 391, 570 and 571)

**Attachments:**

2112

Object

Respondent: [REDACTED] [234]

**Summary:**

2. We believe the site fail the assessment on the grounds that:
  - a) would represent an unacceptable intrusion into the countryside;
  - b) would have a negative visual and landscape impact on the village's rural setting;
  - c) would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
  - d) would not be suitable for access from any of the roads bordering the sites bordering the site
  - e) housebuilding within the Ewenny River catchment, particularly the lower River Ewenny catchment, has put severe pressure on existing storm overflow sewage pumping facilities.

Ewenny Community Council has for many years highlighted to NRW, Dwr Cymru and local politicians the extremely high levels of sewage discharge into the river - and NRW are now monitoring the number of discharges. In 2020 there were 231 spills from the Ewenny pumping station, in 2021 there were 169 spills and in 2022 there were 125 spills. The sewage infrastructure cannot currently cope with the number of properties.

**Attachments:**

3080

Object

Respondent: [REDACTED] [234]

**Summary:**

We agree the Stage 2 Candidate Site Assessment that sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.

We believe they fail the assessment on the grounds they would:

- a) represent an unacceptable intrusion into the countryside;
- b) have a negative visual and landscape impact on the village's rural setting;
- c) put strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
- d) Site ID numbers 391, 570 and 571 would not be suitable for access from roads bordering the sites

**Attachments:** None

### Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 571

3330

Support

Respondent: [REDACTED] [2422]

Agent: [REDACTED] [2357]

**Summary:**

The Stage 2 Assessment of the site concluded the following:

'The scale of the proposal would represent an unacceptable intrusion into the countryside and would result in a negative visual and landscape impact on the village's rural setting.'

There are fundamental disagreements with this conclusion:

The majority of sites that are being promoted are however outside the settlement boundary and in the open countryside. The scale of the proposals is considered to be modest and not at a level which would warrant a 'negative visual and landscape impact.'

Developer Interest-It is considered that this would be achieved should the site be allocated, and planning permission granted.

Access to Services-The site has been categorised as 'red' as it is greater than 1200m (+15-minute walk) to following services. The Settlements Appraisal Review would be a far better in assessing this where the site is located less than 5 miles from multiple key services.

The site is located within 5 miles of Bridgend, and within a maximum 20-minute bus journey of service located with Bridgend.

The settlement, location and site are inherently suitable and deliverable, and will make a significant contribution to achieving and realising the housing and economic development needs of Ewenny, support the surrounding settlements, and the Plan area as a whole. As such, the site should be considered further.

**Attachments:**

1869

Object

Respondent: [REDACTED] [234]

**Summary:**

In the Stage 2 Candidate sites, it appears to have been confirmed that the proposal to develop a site for housing on land off Wick Road, Ewenny (Site ID numbers 391, 570 and 571) had been dropped as the sites were not suitable for further consideration on the basis of unacceptable intrusion into the countryside and a negative visual and landscape impact on the village's rural setting.

Ewenny Community Council are pleased that these sites (Site ID numbers 391, 570 and 571) have been confirmed to be unsuitable and therefore fail the stage 2 assessment and will no longer be considered. We are making the following observations for the record and in case there is any future consideration to develop this or any other sites in the Ewenny ward for housing development:

1. We agree the Stage 2 Candidate Site Register Assessment that these sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.
2. We believe they fail the assessment on the grounds that they:
  - a) would represent an unacceptable intrusion into the countryside.
  - b) they would have a negative visual and landscape impact on the village's rural setting;
  - c) they would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
  - d) the sites (Site ID numbers 391, 570 and 571) would not be suitable for access from any of the roads bordering the sites bordering the site (Site ID numbers 391, 570 and 571)

**Attachments:**

2113

Object

Respondent: [REDACTED] [234]

**Summary:**

2. We believe the site fail the assessment on the grounds that:
  - a) would represent an unacceptable intrusion into the countryside;
  - b) would have a negative visual and landscape impact on the village's rural setting;
  - c) would put a strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
  - d) would not be suitable for access from any of the roads bordering the sites bordering the site
  - e) housebuilding within the Ewenny River catchment, particularly the lower River Ewenny catchment, has put severe pressure on existing storm overflow sewage pumping facilities.

Ewenny Community Council has for many years highlighted to NRW, Dwr Cymru and local politicians the extremely high levels of sewage discharge into the river - and NRW are now monitoring the number of discharges. In 2020 there were 231 spills from the Ewenny pumping station, in 2021 there were 169 spills and in 2022 there were 125 spills. The sewage infrastructure cannot currently cope with the number of properties.

**Attachments:**

3081

Object

Respondent: [REDACTED] [234]

**Summary:**

We agree the Stage 2 Candidate Site Assessment that sites in Ewenny (Site ID numbers 391, 570 and 571) should fail the assessment.

We believe they fail the assessment on the grounds they would:

- a) represent an unacceptable intrusion into the countryside;
- b) have a negative visual and landscape impact on the village's rural setting;
- c) put strain on already stretched local infrastructure and services such as schools, local doctors and dental surgeries, and poor access to local public transport infrastructure.
- d) Site ID numbers 391, 570 and 571 would not be suitable for access from roads bordering the sites

Attachments: None

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 367**

3090

Support

Respondent: [REDACTED] [769]

Agent: [REDACTED] [1078]

**Summary:**

The Assessment identifies the subject site as failing the assessment for the following reason: "Development would have a negative impact of on the setting of the Schedule Ancient Monument and potential significant loss of protected trees."

A heritage setting assessment has been prepared which confirms that the proposals would have no direct impact on the setting of the Caer Dynnaf Hillfort SAM.

No development is proposed at the location of the western TPO site and a more central tree was felled in 1975.

An updated Initial Integrated Sustainability Appraisal has been prepared.

Attachments:

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 455****3245****Support**

Respondent: [REDACTED] [1010]

**Summary:**

Cowbridge has been determined to be Service Centre Settlement and is located in the Strategic Growth Area.

The site at Primrose Hill is located along a public transport based corridor albeit bus based. A new allocation for residential land at Primrose Hill would comply with the RLDP vision and objectives. The town is acknowledged to have a wide range of services and facilities making Cowbridge highly sustainable. In addition, it has a good, well used regular bus services connecting the town to other major settlements in South Wales including Cardiff.

The Redrow candidate site lies least of but close to the town centre of Cowbridge and all the services and facilities it provides. The site is in very close proximity to a primary and the secondary school and could be even connected via a new footpath from the site direct on to Aberthin Road. The site can provide opportunity to reduce the need for travel being located so close to all the local facilities.

The site also lies directly adjacent to the bus services that operate along both Primrose Hill and Aberthin Road to provide a good choice of public transport options for those who do need to travel further afield. Additional active travel solutions can be provided as part of the development such as cycle routes along Primrose Hill. Candidate site material has been submitted to show that the site has no constraints, is sustainably located and immediately deliverable.

The candidate site at Primrose Hill, Cowbridge fully complies with the Vision and Objectives set out in relation to new development proposals in the Preferred Strategy. The site is in one ownership title and is contracted by a developer and thus subject to planning permission is readily available to deliver completions early in the RLDP plan period. The allocation of the site would assist in meeting the housing requirement and strengthen the RLDP by maintaining completions with larger more complex sites having much longer led in times due to the complex issues they have to resolve before development can commence.

Attachments:

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 514****597****Object**

Respondent: [REDACTED] [1288]

**Summary:**

Objection to candidate site 514 (agree with Council's conclusion to discount site at stage 2) as development would be an incursion into open countryside. It would also be a waste of good quality agricultural land and risk possible protected species. The wildlife in the area is thriving.

Attachments: None

**603****Object**

Respondent: [REDACTED] [1485]

**Summary:**

I agree with the council's findings that development would be an incursion into open countryside. It would also be a waste of good quality agricultural land and risk possible protected species. The wildlife in the area is thriving. I hope that any additional information received regarding this site is disregarded as protecting the environment should be of utmost importance.

Attachments: None

604

Object

Respondent: [REDACTED] [1288]

**Summary:**

I agree with the council's findings that development would be an incursion into open countryside. It would also be a waste of good quality agricultural land and risk possible protected species. The wildlife in the area is thriving. I hope that any additional information received regarding this site is disregarded as protecting the environment should be of utmost importance.

Attachments: None

1577

Object

Respondent: [REDACTED] [1913]

**Summary:**

Object to site (support Council's recommendation). Any additional information received regarding this site should be disregarded. Access to site 514 if via Hillside Drive/Vale Court would be hazardous and presents undue risk to a lot of young children who live locally. Soiling of the road surface would increase braking distances on an already hazardous road as well as create significant noise and dirt pollution to a very quiet, clean urban area. There are also significant concerns around access for emergency vehicles, particularly fire engines, through the narrow roads on Hillside Drive, Vale Court with its numerous parked cars.

Development of site 514 would be an unnecessary incursion into the environment, damaging good agricultural land and causing risk to protected species. We should be protecting these natural habitats and soil. Improvement of public footpaths in the area however would encourage walking in the countryside and would improve mental and physical health and well being. Continued erosion to the edges of Cowbridge would adversely affect its sense of place and the character of the existing community in this small historical rural market town. We have already seen the huge expansion of Clare Garden Village.

Attachments: None

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 555**

602

Object

Respondent: [REDACTED] [1487]

**Summary:**

Living at Vale court I experience the poor access into hillside drive due to the narrow road which has many parked cars causing problems. This access could not take more traffic caused by the proposed new housing. It is already an accident waiting to happen.

Attachments: None

596

Object

Respondent: [REDACTED] [1288]

**Summary:**

Objection to candidate site 555 (agree with Council's decision to discount at Stage 2) as site would be an incursion into open countryside, loss of good quality agricultural land, impact on wildlife, loss of recreation space and footpath, and danger to young children. Road not suitable for construction traffic.

Attachments: None

598

Object

Respondent: [REDACTED] [1483]

**Summary:**

Object to candidate site 555 (agree with Council's decision to discount site at Stage 2). Accessibility through Hillside Drive and Vale Court is a major issue due to a dangerous junction.

Attachments: None

599

Object

Respondent: [REDACTED] [1484]

**Summary:**

This is important habitat for slow worms, Pipistrelle bats, voles, shrews, many species of owls, woodpeckers, birds of prey to name a few.

The development here would once again impact on the flood plains nearby and cause untold flooding into the neighboring houses to the side and below the proposed area as well as damaging the habitats for these creatures. There is insufficient parking available and more would decrease the drainage capacity of the area by covering it with more hard standings. The lack of parking would make an entrance to this site very dangerous to those here already.

Attachments: None

600

Object

Respondent: [REDACTED] [1485]

**Summary:**

Objection to candidate site 555 (agree with Council's decision to discount at Stage 2). Protecting the environment should be of utmost importance. Access to the site would be highly hazardous and presents undue risk to young children who live locally. Soiling of the road surface would increase braking distances on an already hazardous road as well as create significant noise and dirt pollution to a very quiet, clean urban area. Waste of good quality agricultural land. Wildlife is thriving in the area and the area is used for recreation with the footpath between Cowbridge and St Hilary.

Attachments: None

601

Object

Respondent: [REDACTED] [1486]

**Summary:**

The entrance is very narrow and at an angle and leads to an already congested area of small, heavily populated housing on a steep hill. Building work would stop emergency services and refuse collection. It would be dangerous for the children who play nearby. It would cause chaos. The site backs onto rural land.

Attachments: None

662

Object

Respondent: [REDACTED] [1534]

**Summary:**

Objection to candidate site 555 (agree with Council's decision to discount at Stage 2) as it would be an incursion into open countryside thus I hope that any additional information received regarding this site be disregarded as protecting the environment and safety of residents should be of utmost importance.

Attachments: None

1575

Object

Respondent: [REDACTED] [1913]

**Summary:**

Object to site (support council's recommendation). Any additional information received regarding this site should be disregarded. Access to site 555 would be hazardous and presents undue risk to a lot of young children who live locally. Soiling of the road surface would increase braking distances on an already hazardous road as well as create significant noise and dirt pollution to a very quiet, clean urban area. There are also significant concerns around access for emergency vehicles, particularly fire engines, through the narrow roads on Hillside Drive, Vale Court with its numerous parked cars.

Development of site 555 would be an unnecessary incursion into the environment, damaging good agricultural land and causing risk to protected species. We should be protecting these natural habitats and soil. Improvement of public footpaths in the area however would encourage walking in the countryside and would improve mental and physical health and well being. Continued erosion to the edges of Cowbridge would adversely affect its sense of place and the character of the existing community in this small historical rural market town. We have already seen the huge expansion of Clare Garden Village.

Attachments: None

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 448****3749****Support**

Respondent: [REDACTED] [1059]

Agent: [REDACTED] [917]

**Summary:**

Land at Llandow(Site ID Reference 448) should be given further consideration for inclusion within the RLDP.

Llandow is situated within the Strategic Growth Area and benefits from existing development and a range of uses in the immediate vicinity.

The site is immediately adjacent to an existing employment area and offers an opportunity for new housing to be co-located with these established uses and facilities. Residents would benefit from a range of facilities and services located within the site, and sustainable transport connections to the settlements of Llantwit Major and Cowbridge, as well as employment areas at St Athan and Aberthaw. The development at Llandow would seek to enhance and provide new active travel and public transport links to adjacent settlements.

The co-location of housing with existing infrastructure and facilities will be crucial to the overall Growth Strategy in the RLDP. Development in and adjacent to Minor Rural Settlements is also key to this, especially those located in proximity to the 'Connectivity' corridor on the Key Diagram.

**Attachments:****Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 402**

2466

Support

Respondent: [REDACTED] [1189]

Agent: [REDACTED] [1188]

**Summary:**

Objection to the exclusion on the site at Stage 2 of the Candidate Site Assessment.

Site Reference 402: Land adjacent to Llangan Primary School

These comments are submitted in relation to the above candidate site, which has been assessed to 'fail' the strategy. These comments should be read alongside the comments submitted by Pegasus Group on behalf of our client (the landowner), which provides further justification for the allocation of the site for residential development.

The above site was submitted to the candidate site register for housing/affordable housing. Having reviewed the Preferred Strategy and the proposed approach to development in the next plan period, we wish that this site now be considered for allocation for 100% affordable housing.

The site is adjacent to Llangan Primary School and located at Fferm Goch, a 'minor rural settlement'. It is also on a main road offering good transport connections to larger settlements. There is also some business units at Fferm Goch offering employment. Other housing has been granted planning permission at the settlement in recent years, thereby demonstrating that the Council acknowledge that this is a suitable location for housing.

For reasons set out in our main representations to the Preferred Strategy consultation we do not consider that the location beyond the settlement boundary is sound justification for not allocating this site for 100% affordable housing.

**Attachments:**

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 403**

2467

Support

Respondent: [REDACTED] [1189]

Agent: [REDACTED] [1188]

**Summary:**

Objection to the exclusion of the site at Stage 2 of the Candidate Site Assessment.

Site Reference 403: Land east of Llangan

These comments are submitted in relation to the above candidate site, which has been assessed to 'fail' the strategy. These comments should be read alongside the comments submitted by Pegasus Group on behalf of our client (the landowner), which provides further justification for the allocation of the site for residential development.

The above site was submitted to the candidate site register for housing/affordable housing. Having reviewed the Preferred Strategy and the proposed approach to development in the next plan period, we wish that this site now be considered for allocation for 100% affordable housing.

We disagree with the Council's Stage 2 assessment that the site is not related to the settlement of Llangan. As a factual matter, the site is immediately adjacent to residential dwellings that adjoin the western site boundary. The site is therefore well related to the village and would form an extension to the existing village.

Whilst Llangan is not identified in the settlement hierarchy, for reasons set out in our main representations to the Preferred Strategy consultation, we do not consider this to be sound justification for not allocating this site for 100% affordable housing. Llangan is a settlement and a rural community that faces critical housing issues that the Preferred Strategy recognises (see paragraphs 6.22 and 6.23) to exist, in particular, the very high house prices in rural areas. This site would help address that issue in the local area and support the rural communities in the Vale.

**Attachments:**

## Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 386

877

Object

Respondent: [REDACTED] [826]

**Summary:**

Objection to site (support the Council excluding the site from being taken forward for proposed housing development). There has already been a lot of new housing here in Ogmere By Sea, with many problems still remaining to be fixed (eg the control method for parking).

The new developments already encroach on the local countryside. Further encroachment should not be permitted.

**Attachments:** None

879

Object

Respondent: [REDACTED] [826]

**Summary:**

Objection to site (support the Council excluding this site from being taken forward for proposed housing development).

The recent new Housing already encroaches to far onto our Countryside, and this would just make things worse.

**Attachments:** None

3530

Support

Respondent: [REDACTED] [2373]

Agent: [REDACTED] [2227]

**Summary:**

The of the Stage 2 Assessment of the site relates to how the site is outside the settlement boundary of Ogmores By Sea ("intrusion in to the open countryside"). The majority of sites (if not all) that are being promoted are however outside the settlement boundary and in the open countryside. Our submission is of course seeking to extend the settlement boundary, by way of securing an allocation for the proposed development of the site.

- Special Landscape Area and Glamorgan Heritage Coast Designations; The site scored red which relates to the proposed sites contribution to the Glamorgan Heritage Coast designation.

In the adopted LDP, Ogmores By Sea was categorised as a 'Minor Rural Settlement' in the Settlement Hierarchy. It was acknowledged that Ogmores and Southerndown lie within the Glamorgan Heritage Coast area, where its special qualities would need to be protected, it is stated in paragraph 6.156 that 'development within these settlements is appropriate'.

- Access to Key Services (Retail, Primary Schools, and Health Services) and to Services and Community Facilities:

The site is within a maximum of a 22-minute bus journey to a every key service listed, due to the proximity of the site to settlements such as Bridgend.

Due to the availability of frequent bus services, and active travel links, these key services are readily available to access for any residents within Ogmores By Sea without the need to travel by car. The site is located within 5 miles of Bridgend, and within a maximum 22-minute bus journey of the following services: St Brides Primary School, Brynteg Comprehensive School, Bridgend College, Riversdale Surgery; Bridgend town centre for various Retail Services.

- Climate Change

The site has been scored 'red' in regard to the contributions towards climate change

The site promoter is dedicated to ensuring that the scheme will be designed and built to a high-quality standard, seeking to incorporate sustainably sourced materials and comprising high quality / energy efficient technologies.

- Suitability of the site for development

The site represents a sustainable extension to Ogmores By Sea, especially in light of the approvals within the vicinity for akin schemes. The area has been assessed under the current LDP as sustainable for housing development.

To conclude, the settlement, location and site are inherently suitable and deliverable, and will make a significant contribution to achieving and realising the housing and economic development needs of Ogmores By Sea, support the surrounding settlements, and the Plan area as a whole. As such, the site should be considered further.

**Attachments:**

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 494****1475****Support**

Respondent: [REDACTED] [1246]

Agent: [REDACTED] [871]

**Summary:**

Site 494 Land South West of Sigingstone (Parcel 1) was considered to be considered acceptable in principle for a small scale affordable housing led scheme in a minor rural settlement. However, the site is identified as not suitable for further consideration as it is grade 2 agricultural land. An Agricultural Land Report is being prepared to justify this, although the previous Agricultural Land Quality Consideration Report (September 2022) concluded that even if it was Grade 2 land, the small scale of the site would likely be downgraded and within a field of grade 3b and 4 the loss of land is negligible.

Attachments:

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 389****876****Object**

Respondent: [REDACTED] [826]

**Summary:**

Objection to site (support the Council excluding this field from being taken forward for proposed housing development). This campsite is the only one in the area and is used by a lot of visitors, helping to reduce 'wild camping', as well as offering wonderful opportunities for visitors to see our fabulous coastline. Being adjacent to our popular Pub also means there are people on site to manage any disruption, and helps to keep our local pub in good business. There are people using the site for at least 9 months of the year. It is far too beneficial to lose.

Attachments: None

**939****Object**

Respondent: [REDACTED] [1698]

**Summary:**

Objection to site (support the Council excluding this sites from being taken forward for proposed housing development). The campsite is a valued and economic resource. It supports The Three Golden Cups with revenue. Provides cheap holiday accommodation on the Heritage Coast. Assists in the prevention of wild camping. Two other sites in the village have planning permission for accommodation.

Attachments: None

3417

Support

Respondent: [REDACTED] [2366]

Agent: [REDACTED] [2357]

**Summary:**

Settlements such as Southerndown are supported by employment opportunities outside of the Authority, in neighbouring counties such as Bridgend and RCT.

The Three Golden Cups Campsite in particular, would be supported by its close proximity to Bridgend which offers a wealth of employment opportunities to potential future residents, whilst also being more sustainable than jobs in Cardiff given the vastly shorter commuting distances and accessibility via active travel modes.

This proposed allocation is situated in proximity to Bridgend, which comprises all key services. Concluding this allocation as 'unsustainable' in regard to 'availability of local facilities in and around settlements' is not accurate. Given that the site is located within 5 miles of Bridgend, the site is within a maximum 20-minute bus journey of the following key services:

- Brynteg Comprehensive School;
- St Brides Primary School;
- Riversdale Surgery; and
- Bridgend town centre for various Retail Services.

The accessibility of the site to other settlements, and the fact that these are made accessible by bus and active travel routes, should result in the site being concluded as sustainable in regard to access to key services

The site is located centrally within Southerndown, just outside of the settlement boundary, and whilst Southerndown ranks low in 64th place overall of the settlement assessment scores, it is considered that its score should be higher.

The site is also within 5 miles of health facilities and the retail centre of Bridgend

It is considered that Site Allocation 389 – Three Golden Cups Campsite, could support a provision of affordable housing in line with the RLDP Objective "Homes for all! and policy, for a small scale, affordable led housing development in a rural settlement.

**Attachments:** None

**Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 565****3614****Support**

Respondent: [REDACTED] [1168]

Agent: [REDACTED] [2227]

**Summary:**

The site is now being put forward for a small- scale affordable housing-led development comprising approximately 25 units with at least 50% affordable.

The Site Assessment outlines that the site is not to be progress further for the following reasons: "Site is outside of the strategic growth area and is not proposed for small scale affordable housing led development within a minor rural settlement. Treoes scores poorly in the Settlement Appraisal Review and it is considered Treoes is not a sustainable settlement that could accommodate additional limited growth. The site also would result in loss of grade 3a BMV land, contrary to national policy."

Whilst Treoes scores poorly in the Settlement Appraisal, the settlement does comprise a public house (The Star Inn), a gift shop, and a heritage hub. Moreover, Treoes is well-located adjacent to the settlement of Bridgend, where there is a vast variety of services and facilities in proximity to the site. The site is approximately 1100m from Waterton Retail Park, where there is an array of services and facilities.

In terms of public transportation, whilst the settlement does not contain any links, it is considered that the delivery of the site would facilitate the requirement to provide bus stops within the settlement – given the increase in population. This, in turn, would result in the settlement becoming more sustainable, in allowing public travel to and from nearby settlements and facilities.

A review of the Agricultural Land Classification Predictive Map indicates that the site lies primarily within 'Grade 3a: good to moderate agricultural land'. Further assessment and tests to establish the quality would therefore be undertaken in due course to confirm the quality of the land. However, it is not considered that it would be suitable to farm in any event given the location immediately adjoining existing residential development and the fact that it is within private ownership.

**Attachments:****Rural Vale (Cowbridge, St Brides, Llandow & Ewenny), Site ID No / Rhif Adnabod y 355****2848****Support**

Respondent: [REDACTED] [1301]

Agent: [REDACTED] [883]

**Summary:**

The Assessment identifies the subject site as failing the assessment for the following reason:

"The site would represent unacceptable intrusion in to the open countryside. The site is also at a scale that could not be considered as suitable affordable housing led development site."

On the first point, planning permission has been granted for 17 affordable dwellings on the eastern side of St Brides Road and this proposed site would site further south so would not be an intrusion into the open countryside. On the second point, it is considered that sites in excess of 50 homes should be allocated in Wick. However, if required a layout accommodating 50 homes on the eastern part of the site with 50% affordable housing can be acheived.

An updated promotion document has been provided.

**Attachments:**

## Rural Vale (Cowbridge, St Brides, Llandow &amp; Ewenny), Site ID No / Rhif Adnabod y 405

2406

Comment

Respondent: [REDACTED] [243]

## Summary:

Council supports Ystradowen residents' concerns regarding road access to new housing developments in the village, sustainable transport and the need to link up with the South Wales Metro Plans at Pontyclun. Also, any new developments must include appropriate s106 funding to improve community facilities and infrastructure.

Attachments: None

## Rural Vale (Cowbridge, St Brides, Llandow &amp; Ewenny), Site ID No / Rhif Adnabod y 430

4028

Support

Respondent: [REDACTED] [2413]

Agent: [REDACTED] [1154]

## Summary:

Representations are submitted in support of CS 430 arguing that the site should be given further consideration and is promoted for affordable housing development.

The Stage 2 Assessment of the site concluded the following: 'Whilst adjoining the existing LDP settlement boundary this is by virtue of an existing adopted plan LDP allocation this is currently under review. Notwithstanding this the site would represent unacceptable intrusion into the open countryside.'

There are fundamental disagreements with this conclusion.

- Land at Ystradowen directly adjoins the existing LDP settlement boundary
- The assessment/conclusion is referring to the allocated site - 'Land off Sandy Lane, Ystradowen' (Housing Allocation 48) - that directly adjoins the western boundary of the promoted site 430. This clearly highlights that the site's boundary is representing the existing settlement limit in the existing development plan.
- The majority of sites (if not all) that are being promoted are however outside the settlement boundary and in the open countryside. Our submission is of course seeking to extend the settlement boundary, by way of securing an allocation for the proposed terms of public transport, there are two bus stops located approximately 400m (7-minute walk) from the site ('Ty Mawr Close'), with the '321 Nat Group Service' providing services between Llantwit Major and Talbot Green.
- The site is also located 300m (3-minute walk) and 600m (10-minute walk) from Sports Pitches/Playing Fields such as 'Ystradowen Children's Park', and the 3/4G Sports Pitch at 'Ystradowen Petanque Club'.
- Furthermore, the site is located 480m (7-minute walk) from the 'Murco - Tudor Garage' which can provide basic goods to meet day-to-day needs such as bread, butter, milk etc. development of the site.
- It is accepted that the site would result in loss of grade 3a BMV land, however, as per the submitted Agricultural Land Classification Report undertaken by Kernon establishes, "the quantum of potential BMV, at less than 0.3 ha, is negligible".
- The site should be allocated for an affordable housing led development site - consistent with, and to meet the identified need and intent of the Plan to allocate a number of such in minor rural settlements.

Attachments:

**Barry, Site ID No / Rhif Adnabod y 384****592****Support**

Respondent: [REDACTED] [1136]

**Summary:**

Support for site 384. This site is next to an existing housing site that is being developed by the Vale of Glamorgan. The proposal to provide residential development will compliment the housing currently being built. Additional residential development is badly needed in the Vale of Glamorgan and the Barry/Penarth area in particular. This large site will go some way to addressing this need. The site is available and ready to be developed as soon as the planning process will allow.

Attachments: None

**1061****Comment**Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-6" abandoned watermain crossing the site  
Sewers crossing- No sewers crossing site  
WwTW Catchment -Cog Moors

Attachments:

**Barry, Site ID No / Rhif Adnabod y 426****1062****Comment**Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-8" watermain crossing the site  
Sewers crossing-350, 450 & 1500mm sewers crossing the site  
WwTW Catchment -Cog Moors

Attachments:

**Barry, Site ID No / Rhif Adnabod y 449****915****Object**

Respondent: [REDACTED] [1685]

**Summary:**

Road infrastructure, demand on GP surgery, demand on the local schools.

Attachments: None

1064

Comment

Respondent: [REDACTED]

[1741]

**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Cog Moors

Attachments:

3513

Support

Respondent: [REDACTED] [1220]

Agent: [REDACTED] [871]

**Summary:**

The allocation of Weycock Cross will complement the Key Sites, and assist in plugging the gap in delivery. The site is both deliverable and viable; no constraints to development exist which would hinder commencement; and the site is fully capable of delivering units closely following adoption of the RLDP. There are no further appropriate sites have been identified for residential allocations as part of the Candidate Sites process. The submission is accompanied by a Transport Assessment which concludes that the proposed allocation at Weycock Cross is appropriate and acceptable in traffic and transport terms. It is considered that the traffic movements associated with the development proposals could be accommodated on the highway network and will not have a significant detrimental impact on the conditions already experienced on the local highway network due to the existing volumes of traffic using the network and predicted growth in future traffic volumes.

Attachments:

1819

Object

Respondent: [REDACTED] [1276]

**Summary:**

The site is only just within the Barry Settlement area and whilst accepting that the current proposal is to hold this land in abeyance pending successful applications elsewhere in Barry , I cannot agree with the intention to change its status from Agricultural to Residential based on the following factors :-

1. Under the previous LDP in 2015 , the decision to reject residential building was based on the site being outside the defined settlement area for Barry adversely prejudicing the open nature of the landscape & countryside and consequently the Green Wedge between Barry , Rhoose & St Athan . What has changed ?
2. The land is currently successfully used for the grazing of cattle and the growth of winter animal feed.
3. The proposal will continue to be detrimental to the capacity and free flow of traffic on the A4226 with links to Cardiff Airport as it fails to mitigate the effects of upto 180/200 dwellings on the highway network and together with the Colcot & Barry Docks roundabouts and increased traffic at the Weycock Cross roundabout as a result of the improved A4226 Waycock Road enticing use by more traffic particularly HGVs looking for a quicker route to the M4 . This results in an over capacity of traffic at Peak hours in both directions and subsequent attached roads. There must also be extreme danger for traffic both entering & exiting the potential site so close to the existing roundabout & pedestrian crossing . The increased student capacity at Whitmore High School adds to existing over capacity .
4. As indicated in Vale population surveys , there is a high propensity of elderly residents in this area who are not adequately supported by much needed facilities eg medical (doctors ) dentists , poor pavements & roads etc . There is only one bus per hour ,304,in each direction to Barry town centre & Cardiff/Bridgend or the airport whilst Cardiff Bus have recently introduced a spasmodic local service from Highlight Park / Cym Talwg which performs a circular tour of Barry suburbs before depositing its passengers in the town centre where most want to visit some 30 minutes later !! Another 180/200 dwellings will hardly improve the situation . Barry railway station is probably beyond most elderly people's walking capacity.

**Attachments:**

**Barry, Site ID No / Rhif Adnabod y 487****698****Object**

Respondent: [REDACTED] 1465]

**Summary:**

premature application and allocated for hotel/housing anyway. With college and marina to be built this is very premature and there is a lack of facilities on waterfront in any case. Strongest possible objection to this. Please keep as Hotel/offices allocation as promised in original masterplan.

**Attachments:** None

**1066****Comment**

Respondent: [REDACTED]  
[1741]

**Summary:**

Watermains crossing-150mm abandoned watermain crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Cog Moors

**Attachments:**

3356

Support

Respondent: [REDACTED] [1907]

**Summary:**

Support for the promotion of land at Neptune Road for affordable housing. The promotion is supported by a Land Matters Analysis Statement, which concludes that the site has been comprehensively marketed for an extended period of time for a hotel or offices and therefore such uses are unviable.

Attachments:

**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 377**

1070

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Llantwit Major. The site is near the WwTW, we advise that you discuss the allocation with your environmental health team as development may give rise to odour complaints

Attachments:

**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 379**

866

Object

Respondent: [REDACTED] [1596]

**Summary:**

I object to the building of a supermarket in Llanmaes. This should be sited at Llantwit Major, Llandow or St Athan.

Attachments: None

759

Object

Respondent: [REDACTED] [1596]

**Summary:**

This site is not within an established settlement and so granting planning permission would be contrary to the council's own policies.

Attachments: None

789

Object

Respondent: [REDACTED] [1624]

**Summary:**

Detrimental to the town centre and local businesses. Does a retail impact assessment support another retail without impacting on town centre? Increased traffic generation to poor junction.

Attachments: None

753

Object

Respondent: [REDACTED] [1072]

**Summary:**

This site would be better served as part of the green wedge (436) which would avoid coalescence with Llantwit Major. Putting retail here would severely impact the vitality of Llantwit town centre as well as negatively impacting the countryside around the minor rural settlement of Llanmaes. The roads and traffic impact would also severely impact the village

Attachments: None

773

Object

Respondent: [REDACTED] [1614]

**Summary:**

A retail development on this site would have a devastating impact on the rural nature of the Vale. The site is in a conservation area and lies within the boundary of the village of Llanmaes and any retail development in this area is completely against Vale Planning Policy. It must not be allowed.

Attachments: None

2252

Object

Respondent: [REDACTED] [1846]

Petition: 2 petitioners

**Summary:**

I would oppose the proposal for the site at Bridge Farm, Llanmaes to be considered for retail for the following reasons: Coalescence of Settlements. The B4265 provides a boundary between the urban landscape of Llantwit Major and the 'minor rural settlement' of Llanmaes and this agricultural site offers a buffer. Allowing commercial development at the proposed site would cause the 'coalescence of settlements', with Llanmaes being swallowed up as a suburb of the larger town.

It appears to be in contravention of 'Objective 4 - Placemaking' of your preferred LDP: " Through placemaking, ensure that all development will contribute positively toward creating a sense of place. All new development will be appropriately located and contribute toward creating active, safe, and accessible places that contain a range of uses. The character of existing communities will be protected and enhanced by developing places that respect local distinctiveness and the existing setting." Allowing commercial development within a small village would not protect the character of the existing community, enhance it or respect its distinctiveness.

Similarly SP2; Settlement Hierarchy of your preferred LDP states in terms of minor rural settlements, in which Llanmaes is included: "The character of the settlements, including their relationship to and setting within the surrounding countryside, will be protected and where possible enhanced". Allowing hostile commercial/retail development, blighting the rural landscape does not protect and enhance it.

SP11 Retail Floor Space of your preferred LDP states "New retail floorspace should be directed to the town and district centres identified in Policy SP10". It does not identify Llanmaes as one of these, but does identify Llantwit Major.

SP7 Sustainable Transport 6.100 of your preferred LDP states "It is also important that development is respectful of the existing scale and character of the area" Development at this site would have a major impact on and increase traffic through the village of Llanmaes, particularly if any entrance is sited on the minor road into the village.

The Llanmaes Conservation Area Appraisal and Management Plan recommends that "Development which impacts in a detrimental way upon the immediate setting of the Conservation area will be resisted. The Council will resist changes on the edges of the Conservation Area which would have a detrimental effect on the area's setting. The development of this site for commercial/retail trade would therefore seem to be at odds with this conservation and management plan.

Impact on nearby properties. Allowing a large-scale commercial/retail development would have a devastating effect on nearby properties, in particular Thursday House and Tremains Farm. A commercial development would give rise to light pollution from the site.

**Attachments:**

793

Object

Respondent: [REDACTED] [1626]

**Summary:**

Llanmaes and North Llantwit would benefit from a small to medium sized, low-cost supermarket geared towards pedestrians coming from both residential areas. However, the unsuitability of local roads for high levels of traffic has been made very clear during the recent road closure of the B4270, when the narrow Siginstone road was repeatedly blocked. This site is therefore completely unsuitable for a large, drive-to supermarket. In fact, I fear many accidents will happen due to shared access to the site by pedestrians and heavy traffic. Lack of visibility and narrow junctions will add to the danger.

**Attachments:** None

791

Object

Respondent: [REDACTED] [1625]

**Summary:**

This proposed development is on a greenfield site next to a busy junction. Traffic congestion will worsen at the junction and become intolerable for residents of Llanmaes if this development is allowed to proceed, especially given the proposed size of car park. Local residents need a much smaller scale local shop to which they can walk.

Attachments: None

2489

Object

Respondent: [REDACTED] [240]

**Summary:**

We propose this site should be excluded based on both the impact on the area in its own right and the likelihood of this development being a springboard for further unsuitable development proposals on the currently undeveloped north side of the B4265 in the area between the settlements of Llanmaes and Llantwit Major.

The Community Council raise strong objections and strongly encourage identification of a suitable site for development for retail floor space within the town itself, should it actually be required.

Attachments:

2831

Object

Respondent: [REDACTED] [2278]

**Summary:**

Destruction of green belt land & the rural, unique setting of the village of Llanmaes.

Attachments: None

2829

Object

Respondent: [REDACTED] [2277]

**Summary:**

Total destruction of green belt land. Destroying a beautiful village in its unique setting, in its own basin, surrounded by lush green fields. That would be lost forever for future generations.

Attachments: None

2719

Object

Respondent: [REDACTED] [2003]

**Summary:**

A retail development on this site would devastated the rural nature of the vale.

Attachments: None

1071	Comment
<p>Respondent: [REDACTED] [1741]</p>	
<p><b>Summary:</b> Watermains crossing-4" watermain crossing the site Sewers crossing-No sewers crossing the site WwTW Catchment -Llantwit Major</p>	
<p><b>Attachments:</b></p>	
2870	Object
<p>Respondent: [REDACTED] [2295]</p>	
<p><b>Summary:</b> We object to plan 379 to becoming retail land from designated green belt/ agricultural land</p>	
<p><b>Attachments:</b> None</p>	
2855	Object
<p>Respondent: [REDACTED] [2285]</p>	
<p><b>Summary:</b> This land should not be considered for retail as it would spoil the village environment and also be a precursor for the destruction of other retail outlets in the centre of Llantwit</p>	
<p><b>Attachments:</b> None</p>	
2865	Support
<p>Respondent: [REDACTED] [2289]</p>	
<p><b>Summary:</b> This seems like a sensible option for retail development. It has good road access and is close to existing housing developments</p>	
<p><b>Attachments:</b> None</p>	
2847	Support
<p>Respondent: [REDACTED] [2285]</p>	
<p><b>Summary:</b> For site number 379 I support the use of this as a green wedge - this is agricultural land and as such a part of the village and beauty of Llanmaes</p>	
<p><b>Attachments:</b> None</p>	

2849

Support

Respondent: [REDACTED] [2287]

**Summary:**

Site ID 379 land at bridge house farm. I support the useage of this land as a green wedge. The reason being as it will enhance the beauty and protect the village boundary

Attachments: None

3654

Support

Respondent: [REDACTED] [1459]

Agent: [REDACTED] [1062]

**Summary:**

The proposed allocation of Site ID 379 for retail use is needed to help deliver the RLDP Vision.

In terms of 'Placemaking', Site ID 379 will facilitate a retail development that will contribute to the growth of the Vale's economy in a sustainable manner. The development will provide infrastructure needs e.g., employment, facilities and services that need to be delivered to ensure Llantwit is a sustainable settlement.

Site ID 379 will contribute to the themes of 'Fostering Diverse, Vibrant and Connected Communities' and 'Promoting Active and Sustainable Travel Choices' as the development will deliver a much-needed local facility at Llantwit Major at an accessible location.

The allocation of Site ID 379 for food retail purposes will contribute to a healthier, connected, and sustainable Service Centre.

The proposed allocation of Site ID 379 for food retail development will help generate jobs (c.40FTE) in the local area and will also include training for employees.

Objective 8 - Promoting Active and Sustainable Travel Choice Site ID 379 for food retail accords with the following:

- Ensure new development is directed to locations that are or can be accessible by a choice of modes of transport, including walking, cycling, and public transport

Site ID 379 is well located and has potential offer for staff and customers for viable alternatives to private car travel, with several walking, cycling and public transport options

Attachments:

2125

Object

Respondent: [REDACTED] [2081]

**Summary:****A. Lidl**

1. Lidl's proposed siting of a supermarket is far from some altruistic act for poor and needy of the area. Rather its proposed placement is strategically placed to benefit from the economic wealth that the wider Vale offers (Cowbridge etc). Councillors should understand that Lidl do not apply national pricing, rather their pricing is geared to the overall economic wealth of a fairly wide population base they choose.

2. The effects of a Lidl supermarket on the well structured, thriving, bustling town centre in Llantwit Major will be devastating and one can easily envisage a decaying boarded up precinct within a very short time with a depressive effect on the welling of the whole town. Not just the smaller supermarkets and chemists but many good independent businesses e.g bakery in old part of the town, corner shops, the local butcher and the health food shop etc Please note that every resident in Llantwit Major and Boverton are within close or reasonable walking distance of a shop.

**Attachments:**

2221

Object

Respondent: [REDACTED] [2143]

Petition: 2 petitioners

**Summary:****Site 379**

There seem to be two proposals for the same site and we wish to say the only one that we agree with is for the site 379 in the final LDP to be a green wedge as proposed by our community council.

I would just like to stress that it is against the conservation area, it will lead to coalescence with the town of Llantwit Major which is also against Vale council policy and is unsuitable as it would be a development in our village. Having such a large supermarket placed on a dangerous corner in our rural village is unthinkable. There are other parts of the Vale this could go. In any event if built would tear the heart out of Llantwit Major to adverse affect.

Finally we noted the plans for 379 are listed under Llantwit Major that is wrong the boundary goes to the Road B4265 not Bridge Farm.

**Attachments:** None

2254

Comment

Respondent: [REDACTED] [2148]

**Summary:**

Site ID no 379 Land at Bridge Farm, Llanmaes

I would oppose the proposal for the site at Bridge Farm, Llanmaes to be considered for retail for the following reasons:

Coalescence of Settlements. The B4265 provides a boundary between the urban landscape of Llantwit Major and the 'minor rural settlement' of Llanmaes and this agricultural site offers a buffer. Allowing commercial development at the proposed site would cause the 'coalescence of settlements', with Llanmaes being swallowed up as a suburb of the larger town.

It appears to be in contravention of 'Objective 4 - Placemaking' of your preferred LDP: " Through placemaking, ensure that all development will contribute positively toward creating a sense of place. Allowing commercial development within a small village would not protect the character of the existing community, enhance it or respect its distinctiveness.

Similarly SP2; Settlement Hierarchy of your preferred LDP states in terms of minor rural settlements, in which Llanmaes is included: "The character of the settlements, including their relationship to and setting within the surrounding countryside, will be protected and where possible enhanced". Allowing hostile commercial/retail development, blighting the rural landscape does not protect and enhance it.

SP11 Retail Floor Space of your preferred LDP states "New retail floorspace should be directed to the town and district centres identified in Policy SP10". It does not identify Llanmaes as one of these, but does identify Llantwit Major.

SP7 Sustainable Transport 6.100 of your preferred LDP states "It is also important that development is respectful of the existing scale and character of the area. Developers should be able to demonstrate that transport provision associated with development proposals will be appropriate, both in terms of modal choice and the capacity of the highway network to accommodate additional trips for all modes."

**Attachments:** None

2023

Object

Respondent: [REDACTED] [1702]

**Summary:**

While this site is subject of a speculative planning application by a global retailer. My understanding is it was rejected for the LDP at the inspector stage as did not conform to planning regulations for out of town developments further it is not in keeping with the Town First Policy and would be arbitrary incursion into the countryside. You also state in refusal of another site that the built form of Llantwit Major should be kept south of the B4265. Therefore it is a gap in review not too apply this to this site as well.

**Attachments:** None

2295

Object

Respondent: [REDACTED] [1702]

**Summary:**

This site was rejected during previous LDP process. I do not see that any policy changes would enable its inclusion in this version of the LDP. The site is too the North of the B4265 another site was deemed unsuitable as it was stated that 'the built form should be kept to the South of the B4265'.

Attachments: None

2816

Object

Respondent: [REDACTED] [1338]

**Summary:**

This proposal is a contravention of Welsh Government and Vale of Glamorgan Policy and directly opposed to the Wellbeing of Future Generations Act. As per Planning Policy Wales, WG operates a 'town centres first' policy. As a minor rural settlement identified in the Local Development Plan settlement hierarchy, Llanmaes contributes towards the special character of the rural Vale.

Store deliveries would increase lorries in the area and customer traffic which would create danger for walkers, cyclists and horse riders who frequently pass through the village.

It would have a negative environmental impact with increased CO2e and air pollution.

Attachments: None

2751

Object

Respondent: [REDACTED] [2255]

**Summary:**

Allowing development on this greenfield site will destroy the conservation area in Llanmaes, create traffic flows that the villages roads cannot handle, and effectively merge Llanmaes and Ilatwit major. It will be a disaster for the area and likely lead to the creation of an out of town 'strip mall' along the B4265 of low grade non local shops

Attachments: None

2750

Object

Respondent: [REDACTED] [2256]

**Summary:**

I strongly object to the building of a retail unit at this site. It is on agricultural land that is currently the only thing preventing coalescence between a town and a small village in a conservation area. Placing any retail on this site would have detrimental effects on the village and surrounding area, bringing additional traffic, danger, environmental damage and erosion of the culture of small Welsh villages.

Attachments: None

2476

Object

Respondent: [REDACTED] [2194]

**Summary:**

This representation is on behalf of Llantwit Major & District Riding Club that is based at Tremains Farm. While we appreciate this site is subject of a very speculative planning application on behalf of a global retailer, this site was rejected for inclusion in the last LDP as it did not comply with planning policies including MG13 requiring out of town retail developments should be strictly controlled too safe guard existing town centres. The planning inspector supported the rejection of this site at the time and we cannot see anything has changed in policy too support it this time.

Attachments: None

3103

Object

Respondent: [REDACTED] [2288]

**Summary:**

I strongly object to this proposal for the following reasons.

1. The agricultural site proposed for this development is in constant use.
2. Safety, it is totally unsuitable for this site due to the proximity of a very busy road junction. The limited access provided for HGVs making deliveries will impact traffic movement into and out of Llanmaes and particularly when local children are walking or cycling to and from school in Llantwit cause an already narrow dangerous road to be even more dangerous. Traffic is also very likely to back up onto the main road (Llantwit By-Pass) causing traffic delays and possible accidents.
3. It will have a negative impact on the retail businesses in Llantwit Major.
4. It is out of proportion to the size of Llanmaes village and impacts on the approach into and out of the village, it also closes the gap between 2 different settlements effectively merging Llanmaes with Llantwit Major.
5. It sets a precedent of further development along the Llantwit By-Pass.

Attachments:

3166

Object

Respondent: [REDACTED] [2343]

**Summary:**

I strongly disagree with this proposal as the location is highly inappropriate.

- It is important that Llanmaes village remains an independent community, not tagged onto Llantwit Major. This site should remain a green space that separates the two. If allowed to merge the identity of the village will be lost, and it will no longer be a desirable venue to visit (often on foot from Llantwit Major) and less special for residents.
- The site sits in an attractive rural location looking towards farmland and a medieval church. Any large, industrial design retail 'shed' would be out of context with its surroundings and a greatly devalue the visual appeal of the village.
- The site is situated on a traffic lights-controlled junction which can quickly become very congested by influxes of traffic or minor disruptions. A retail facility would severely exacerbate these 'pinch point' problems and cause traffic to back up not only into Llanmaes village, the B4265, Llanmaes Road and Eagleswell Road.
- In trying to avoid congestion at the traffic lights and queues waiting to enter or exit the retail facility local traffic will create rat runs on lanes and narrow village roads that have not been designed to accommodate this volume of traffic. This in turn, would throw up serious safety issues for leisure walkers, dog walkers, runners, cyclists and horse riders who have come to rely on these quiet routes to provide an opportunity to exercise and improved wellbeing.
- A retail facility on this site would create additional traffic and commensurate air and noise pollution. It would destroy a green space, so important for improving mental health, that could be used for agriculture and or environmentally enhancing community use.
- Proponents of the development of this site are indifferent to the issues raised above, they want a budget priced supermarket anywhere in the Llantwit major area. However, if this proposal is accepted, they too will be delayed by congested roads, their walks to and around Llanmaes will be delayed by congested roads, their walks to and around Llanmaes will be less peaceful and quiet and their quality of life will, along with Llanmaes residents, be diminished. Other locations particularly brownfield sites, perhaps not even identified in the new proposed LDP, should be sought out as this site is not suitable for purpose.

Attachments: None

3566

Object

Respondent: [REDACTED] [1675]

**Summary:**

Llantwit Major already has two supermarkets and there are supermarkets at Cowbridge and Barry as an alternative. I believe we should be buying from small local producers.

Attachments: None

2860

Object

Respondent: [REDACTED] [2291]

**Summary:**

This site should be maintained as green wedge between Llanmaes and Llantwit Major. We do not want to be swallowed up like Boverton in one mass of buildings. Llanmaes is a village without any shops. It certainly does not need a supermarket. There are plenty of brown field sites and other locations more appropriate that a supermarket could go if the Vale of Glamorgan Council really feel that it is appropriate to undermine the facilities provided in the Town of Llantwit Major

Attachments: None

## Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 436

760

Support

Respondent: [REDACTED] [1596]

## Summary:

A green wedge is an important way of separating the town of Llantwit Major from the village of Llanmaes. That land should remain as a field and should not be built on.

Attachments: None

792

Support

Respondent: [REDACTED] [1625]

## Summary:

I support maintenance of a green wedge between Llantwit Major and Llanmaes, in order to maintain the integrity and distinctness of these separate communities and preserve the village character of Llanmaes.

Attachments: None

754

Support

Respondent: [REDACTED] [1072]

## Summary:

The adoption of this site as a green wedge will ensure that the minor rural settlement of Llanmaes can remain as such and meet the Vale and government policy of avoiding coalescence, avoiding edge of town developments and maintain a town centre first approach. Without this, these two sites will repeatedly be submitted for consideration for retail development causing ongoing angst to the village community and workload to the Vale planners and councillors.

Attachments: None

2248

Object

Respondent: [REDACTED] [1846]

Petition: 2 petitioners

## Summary:

Site ID no 436 Land between Llantwit Major and Llanmaes

I agree that this site, which I believe is within the boundary of Llanmaes, should be taken forward for designation as a 'green wedge'.

The fields form a pleasant rural backdrop to the village of Llanmaes and a clear demarcation from the urban development of Llantwit Major. Designation as a green wedge would prevent the 'coalescence of settlements'. It would protect the village's separate and independent identity and provide a buffer from the larger urban settlement across the B4265. It would also protect the village from further hostile attempts at hostile and unsuitable retail and commercial development.

Attachments:

774

Object

Respondent: [REDACTED] [1614]

**Summary:**

This parcel of land lies within a conservation area and the village of Llanmaes and is vital in maintaining the separate and individual identity of the village. If this land is developed, Llanmaes will cease to be a village and will be reduced to being merely an outlying suburb of Llantwit Major.

Attachments: None

2488

Support

Respondent: [REDACTED] [240]

**Summary:**

This site has been proposed for classification as a Green Wedge between the settlements of Llanmaes and Llantwit Major. This is obviously a proposal we strongly support and feel fits well with the overall objectives delineated in the RLDP's Preferred Strategy.

Attachments:

2500

Object

Respondent: [REDACTED] [2204]

**Summary:**

I support the proposition that this are remains in the green belt thus ensuring Tremains Farm and the local Riding Club are available for our young people and their parents and relations in the years to come

Attachments: None

2504

Support

Respondent: [REDACTED] [2208]

**Summary:**

I support the proposal for this site to be included as a 'green wedge'

Attachments: None

2836

Support

Respondent: [REDACTED] [2282]

**Summary:**

Support Green wedge

Attachments: None

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**2834****Support**

Respondent: [REDACTED] [2281]

**Summary:**

Support Green wedge

Attachments: None

**2830****Support**

Respondent: [REDACTED] [2278]

**Summary:**

To keep the green field setting around Llanmaes Village for future generations.

Attachments: None

**2828****Support**

Respondent: [REDACTED] [2277]

**Summary:**

To keep the village of Llanmaes in its unique rural setting. To prevent the village being merged with Llantwit Major. To keep its own identity.

Attachments: None

**2815****Support**

Respondent: [REDACTED] [1338]

**Summary:**

Support this on the basis that it will protect the local environment and community and therefore supports sustainable development and is in accordance with the principles of the Wellbeing of Future Generations Act.

Attachments: None

**2728****Support**

Respondent: [REDACTED] [2003]

**Summary:**

Llanmaes is in a conservation village and must not be allowed to coalesce with Llantwit Major

Attachments: None

1072

Comment

Respondent: [REDACTED]  
[1741]

**Summary:**

Watermains crossing-4" watermain crossing the site  
Sewers crossing-150mm sewer crossing the site  
WwTW Catchment -Llantwit Major

**Attachments:**

3242

Support

Respondent: [REDACTED] [1328]

**Summary:**

There is a green wedge in place between St Athan and Llantwit Major. There has been growing concerns regarding the viability of this green wedge following retail allocation within the area. It is stated in the Natural Environment section under the Vale of Glamorgan characteristics of the Preferred Strategy that the green wedge seeks to "prevent the coalescence of settlements and retain openness". This proposal undermines the policy.

**Attachments:**

2857

Support

Respondent: [REDACTED] [2285]

**Summary:**

I strongly support the use of this as a green wedge to preserve the beauty of the village and not having noise pollution or light pollution due to retail use

**Attachments:** None

1622

Support

Respondent: [REDACTED] [1702]

**Summary:**

The site is within Llanmaes boundary and any potential development on this green field area would lead to coalescence of settlement against policy MG18.  
The site runs down to Llanmaes Brook is important for flooding mitigation and a maintaining a vibrant wildlife corridor  
In view of the above we support the inclusion of this site as a 'green wedge'.

**Attachments:** None

2256

Support

Respondent: [REDACTED] [2148]

**Summary:**

Site ID no 436 Land between Llantwit Major and Llanmaes

I agree that this site, which I believe is within the boundary of Llanmaes, should be taken forward for designation as a 'green wedge'.

The fields form a pleasant rural backdrop to the village of Llanmaes and a clear demarcation from the urban development of Llantwit Major. Designation as a green wedge would prevent the 'coalescence of settlements'. It would protect the village's separate and independent identity and provide a buffer from the larger urban settlement across the B4265. It would also protect the village from further hostile attempts at hostile and unsuitable retail and commercial development.

**Attachments:** None

2755

Support

Respondent: [REDACTED] [2256]

**Summary:**

I support this application strongly. Having a green wedge to prevent coalescence between the town and the village of Llanmaes helps protect its status as a conservation area, and helps to preserve the culture of small Welsh villages. The green wedge will also help protect the otters that live in the waterways in the village.

**Attachments:** None

2744

Support

Respondent: [REDACTED] [2255]

**Summary:**

This application supports the avoidance of coalescence between the settlements of Llanmaes and Llantwit major. It also will help protect Llanmaes as a conservation area and secure the historical landmarks buried around the fort for future generations.

**Attachments:** None

3076

Support

Respondent: [REDACTED] [2288]

**Summary:**

I agree and support this application for the following reasons:

1. It ensures that the current Agricultural land remains undeveloped allowing the current stables and agricultural land in this area undisturbed.
2. It prevents other Retail/Fast food and other such businesses operating along the very busy Llantwit Major By-Pass.
3. Prevents local archeological sites and local flora and fauna being destroyed.
4. Reduce the risk of flooding in the local area.

**Attachments:**

3162

Support

Respondent: [REDACTED] [2343]

**Summary:**

I strongly agree with this proposal.

- Llanmaes should not be allowed to become absorbed into Llantwit Major. It is important this site remains a buffer zone between urban Llantwit Major and rural Llanmaes.
- Having crossed the B4265 into Llanmaes, the nature of the environment changes to a more peaceful, rural setting with farmland, a village green, traditional cottage and medieval church – this forms a gateway to the Vale countryside and small villages. The Green Wedge would create a visual demarcation.
- Numerous walkers, dog walkers, cyclists and equestrians enjoy visiting Llanmaes and the current separation i.e. Green Wedge, forms part of the attraction.
- Change of current use of this 'border zone' is unnecessary as there are several large sites in the vicinity flagged for development. The loss of further green space would be to the detriment of the environment and the wellbeing of villagers and visitors to the village.
- The site has the potential to remain green and with some forward thinking could be used not just for agriculture, but also to meet community and environmental requirements such as a market garden co-operative, allotments, environmental education or community orchards (such as Peterston super Ely).

**Attachments:** None

2866

Support

Respondent: [REDACTED] [2291]

**Summary:**

It is entirely appropriate to include this area as green wedge as it provides the demarcation between two completely different settlements. One urban and the other Rural. This has already been acknowledged in the Boundary Commission report. The area is part of the Conservation Area views and enjoys an environmental habitat linked to the river and agriculture. It is our precious countryside that we need to maintain.

**Attachments:** None

## Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 473

579

Object

Respondent: [REDACTED] [1335]

## Summary:

Site is within the Boverton Conservation Area and according to the VOG Appraisal and Management Plan, it is essential that the area's "special character is not eroded, but rather preserved and enhanced through development activity." Retail development of this site (alongside housing on adjoining site 481, which is also in the conservation area) would massively erode its character. Road access at the B4265 junction is already dangerous, with several near-misses at the traffic lights, leading to a very narrow/congested stretch of road. More traffic would increase danger. Pedestrian access is poor. Retail would be detrimental to existing Boverton shops nearby.

Attachments: None

834

Object

Respondent: [REDACTED] [1646]

## Summary:

Access to housing would increase traffic through the conservation area. Development would erode protected historical character of the conservation area and would involve destruction of greenfield land.

Attachments: None

714

Object

Respondent: [REDACTED] [1578]

## Summary:

This site is within the Boverton Conservation Area and development here (alongside adjoining proposed site 481 which is also in the conservation area) would massively erode its character and destroy a large proportion of the conservation area's greenfield space. Road access at the B4265 junction is already dangerous, with several near-misses at the traffic lights, leading to a very narrow/congested stretch of road. At peak times, traffic regularly queues from the lights to beyond Eagleswell Road. More traffic would increase danger and congestion. Pedestrian access is very poor. New retail here would be detrimental to existing Boverton shops nearby.

Attachments: None

727

Object

Respondent: [REDACTED] [1590]

## Summary:

Development of the site would erode the protected historical character of the Conservation Area & would involve the destruction of a significant proportion of the greenfield land within the conservation area. 2.The Boverton Traffic Lights are already busy/dangerous. 3.The road from the B4265 into Boverton being narrow/congested with queuing traffic and with particularly poor pedestrian access to the retail site. 4.Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

Attachments: None

1601

Object

Respondent: [REDACTED] [1933]

**Summary:**

Development would erode the protected historical character of the Boverton Conservation Area, as well as increase traffic along the B4265.

Attachments: None

729

Object

Respondent: [REDACTED] [1591]

**Summary:**

Development of the site would erode the protected historical character of the Conservation Area & would involve the destruction of a significant proportion of the greenfield land within the conservation area. 2. The Boverton Traffic Lights are already busy/dangerous. 3. The road from the B4265 into Boverton being narrow/congested with queuing traffic and with particularly poor pedestrian access to the retail site. 4. Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

Attachments: None

1611

Object

Respondent: [REDACTED] [1935]

**Summary:**

The development of these sites would erode the protected historical character of the Boverton conservation area as well as increased traffic along the B4265

Attachments: None

770

Object

Respondent: [REDACTED] [1612]

**Summary:**

The B4265 is already extremely busy with traffic and dangerous for pedestrians as there is no footpath outside of my property which sits right on this road

This road is the only way into Llantwit Major for high sided vehicles due to bridges imposing height restrictions or roads that are too narrow for vehicles over 7.5 tonnes

My property's roof has been damaged by high sided vehicles and due to extra traffic travelling to this proposed "Retail Development" will undoubtedly increase the frequency of damage in the future

There is already an excellent choice of shops in the immediate area

Attachments: None

771

Object

Respondent: [REDACTED] [1604]

**Summary:**

our home "louisiana" is closest to this proposed development. we are both hospital shift workers and bought this property because of the peace during the day. with a retail unit we could not rest and would have continuous noise from delivery lorries and reversing trucks etc. There would also be poor access to the site as already the road is narrow and there are many near misses. it would be such a shame to have a retail unit when dog lovers enjoy this field as do children playing football safely in the summer months.

Attachments: None

775

Object

Respondent: [REDACTED] [1615]

**Summary:**

Any retail development would significantly devalue the nature of the conservation area as it would actually be inside the boundary itself. The visual impacts would also be significant and ruin the whole character of the area as it is approached from the west and north. Access along the road on foot from Llantwit is hazardous and the narrow road was deemed unsuitable by VOG Council years ago. Retail development here would be counter to VOG's own strategic objectives for this area

Attachments: None

787

Object

Respondent: [REDACTED] [1624]

**Summary:**

Ecological value. Site is home to numerous reptiles and mammals, providing support for large birds of prey including barn and tawny owls. Access and increased traffic. Detrimental to the local retailers and town centre. Adversely affect the setting of listed building and the conservation area.

Attachments: None

873

Object

Respondent: [REDACTED] [1670]

**Summary:**

This development would erode a protected conservation area and destroy significant green field land. Boverton Traffic lights already busy/dangerous.

Road from B4265 into Boverton already constricted with poor pedestrian access.

Access to housing site would create further congestion and increase danger levels.

Noise pollution from proposed development would adversely impact current residents for an unnecessary retail development considering the close proximity to two existing supermarkets within one mile and numerous other retail opportunities within a ten mile radius. Increased traffic flow would also exacerbate air pollution. Finally, this development will adversely affect property values in the area.

Attachments: None

874

Object

Respondent: [REDACTED] [1670]

**Summary:**

Development would erode protected greenfield land in conservation area. Boverton traffic lights already busy \ dangerous. Road from B4265 constricted with poor pedestrian access and no opportunity to widen. Site would increase traffic flow and add to danger. Noise pollution would increase significantly for existing nearby residents. Retail sites already exist, two within one mile and significant others within 10 miles radius. Increased traffic flow would exacerbate and negatively impact quality of air pollution. Proposed site would adversely impact on resale value of existing properties.

Attachments: None

3859

Object

Respondent: [REDACTED] [240]

**Summary:**

The Community Council raise strong objections and strongly encourage identification of a suitable site for development for retail floor space within the town itself, should it actually be required

Attachments:

875

Object

Respondent: [REDACTED] [1672]

**Summary:**

Development would erode greenfield land within conservation area. Boverton traffic lights already busy / dangerous. Road from B4265 is constricted with poor pedestrian access and no opportunity to widen. Site would increase traffic congestion significantly and adversely. There would be a rise in noise pollution for existing residents. Retail facilities already exist, two within one mile and significant others within 10 mile radius. Increased traffic flow would adversely impact on already poor air pollution levels. The site would also significantly negatively impact resale value of existing properties in the area.

Attachments: None

940

Object

Respondent: [REDACTED] [1703]

**Summary:**

Out of town retail development will lead to the possible closure of many of the fine individual shops which characterise the existing town centre which at the moment has very few empty premises.

Creating access would add complications and hazards to the existing traffic light system

Two cars cannot pass on the narrowest parts of the B4265 from the traffic lights into Boverton and tail backs often occur. Additional traffic to a retail site would aggravate the problem and make it even more hazardous for pedestrians.

Further development would completely destroy any remaining integrity of the Conservation Area.

Attachments: None

942

Object

Respondent: [REDACTED] [1705]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

The road from the B4265 into Boverton being narrow/congested with queuing traffic and particularly poor pedestrian access.

Attachments: None

944

Object

Respondent: [REDACTED] [1706]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

The road from the B4265 into Boverton being narrow/congested with queuing traffic and particularly poor pedestrian access.

Attachments: None

946

Object

Respondent: [REDACTED] [1707]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

The road from the B4265 into Boverton being narrow/congested with queuing traffic and particularly poor pedestrian access.

Attachments: None

1102

Object

Respondent: [REDACTED] [1747]

**Summary:**

This is the final strip of open land that separates Eastern Llantwit Major from the next built up area of Church Meadow/West Camp. Any development here especially retail would be absurd. The road junction is already operating at maximum capacity causing much queuing.

In our garden we have many wildlife visitors, some from Boverton Brook which is approx 50m NW from this site to our pond including frogs and newts. Also we have hedgehogs, fieldmice, voles, shrews and bats. A retail area would destroy the habitat of many of these creatures.

Why and how can you illegally destroy a Conservation Area?

**Attachments:** None

3243

Object

Respondent: [REDACTED] [1328]

**Summary:**

Under Policy 6 of Future Wales (Town Centre First), it is stated that there should be a town centre first approach to the delivery of significant new commercial and retail facilities. This site runs against this policy. The proposed development allocation risks undermining the businesses in Llantwit town centre. It has been identified in the Preferred Strategy as part of the Retail and Commercial Leisure Study (2023) that Llantwit Major town centre was performing well, with below average levels of vacant units. This proposal will put the positive elements of the study at risk.

**Attachments:**

1074

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-No watermains crossing the site

Sewers crossing-300mm sewer crossing the site

WwTW Catchment -Llantwit Major

**Attachments:**

3515

Support

Respondent: [REDACTED] [1146]

Agent: [REDACTED] [1145]

**Summary:**

Site ref: 473 ('the Site') is promoted for retail development allocation pursuant to the emerging RLDP. Sainsbury's Supermarkets Ltd ('SSL') strongly support the identification of this land for a retail allocation in the RLDP to support the delivery of a new foodstore here to meet the identified need.

Site ref: 473 represents a viable, commercial, and deliverable site to meet the identified need and so should be allocated for the plan to be positively made.

The Site is accessible by public transport, walking and cycling to surrounding residents with the site being adjacent to the defined settlement boundary.

The development of a new supermarket on the Site would, inter alia, create new jobs for the area, foster economic activity, minimise the need to travel, reduce car dependency and promote greater selfcontainment reducing the need for residents to travel greater distances for their main food shop.

The need for a new foodstore for Llanwit Major has been established by the Council's retail study.

As is the case for housing and employment, the Council need to identify allocated land for retail development in the RLDP to meet the identified established need.

**Attachments:**

2868

Object

Respondent: [REDACTED] [2291]

**Summary:**

Totally inappropriate for retail

**Attachments:** None

1424

Object

Respondent: [REDACTED] [1828]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre.

Unsustainable location with poor pedestrian and cycle links. There is plenty of other local sites which would be more suitable.

**Attachments:** None

1427

Object

Respondent: [REDACTED] [1624]

**Summary:**

Wrong location, wildlife corridor. High ecological value, over intensification of an already poor highway arrangement, detrimental to the established businesses within the town centre, poor pedestrian and cycle links, detrimental impact on the conservation area and listed buildings

Attachments: None

1429

Object

Respondent: [REDACTED] [1830]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1431

Object

Respondent: [REDACTED] [1831]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1517

Object

Respondent: [REDACTED] [1883]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1594

Object

Respondent: [REDACTED] [1927]

**Summary:**

I strongly object to the proposed development as follows:

This would erode the protected historical character of the Conservation area.

Boverton traffic lights are already busy/dangerous, with many near misses.

The B4265 into Boverton is very narrow and congested with poor pedestrian access to a retail site.

There are other sites in Llandow more suited to this development.

There are already 2 supermarkets in Llantwit and 1 in St Athan.

**Attachments:** None

1691

Object

Respondent: [REDACTED] [1867]

**Summary:****Conservation Area**

This would erode the protected historical character of the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within this area.

**Increased Risk - Flooding**

More Houses = More stormwater = More flooding.

**Retail Site**

This proposal would adversely affect the local businesses in Llantwit Major and Boverton. I am extremely happy with our local shops/amenities and I wish to continue to support them.

**Highway Safety**

The B4265 into Boverton is narrow/congested with queuing traffic and with particularly poor pedestrian access to a retail site.

**The Community Infrastructure**

Will be affected dramatically.

**Attachments:** None

1693

Object

Respondent: [REDACTED] [1963]

**Summary:****Conservation Area**

This would erode the protected historical character of the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within this area.

**Increased Risk - Flooding**

More Houses = More stormwater = More flooding.

**Retail Site**

This proposal would adversely affect the local businesses in Llantwit Major and Boverton. I am more than happy with our local shops/amenities and I wish to continue supporting them.

**Highway Safety**

The B4265 into Boverton is narrow/congested with queuing traffic and with particularly poor pedestrian access to a retail site.

**The Community Infrastructure**

Affected dramatically. (Negative Impact)

**Attachments:** None

1717

Object

Respondent: [REDACTED] [1702]

**Summary:**

Objection to this site is based on the Welsh Government Town Centre First policies. A more logical sustainable plan should have additional facilities required to develop retail on the brownfield former MOD St Athan site. Rather than not have a plan and use just land where the owner wishes to make some money. The MOD site with the new active travel route would also serve the ever-growing!!! St Athan as well as residents of East Boverton & West Camp and not detract from the town centre of Llantwit Major. In addition, this sloping site would cause flooding.

**Attachments:** None

1776

Object

Respondent: [REDACTED] [2007]

**Summary:**

This site borders the conservation area and would have a negative effect upon it. It would extend Boverton into Eglwys Brewis and mean that the distinct localities merge into one. This would increase traffic into Boverton on a very nasty bend. The evidence is clear that out-of-town supermarkets always impact negatively on town centres. The site has high ecological value - owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Why not consider a supermarket on a brown field site?

**Attachments:** None

1862

Object

Respondent: [REDACTED] [1805]

**Summary:**

I strongly object to development on this site it would erode the protected historical character of the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area. The Boverton Traffic Lights are already very busy especially at peak times, the road to the lights B4265 is very narrow, with poor pedestrian access with queuing Traffic. We did not expect a decision was even thought about to build on a conservation area, there are 2 supermarkets in Llantwit Major, no need for any more.

Attachments: None

2602

Object

Respondent: Mr [REDACTED] [1615]

**Summary:**

I wish to object to the proposed use category for the following 2 sites: Site 473 (Land south of the B4265) and Site 481 (Land to the North of Boverton Road)

These areas of green open space are all that remains of a gap between the eastern edge of Boverton and Eglwys Brewis/West Camp. If the RLDP proposals are approved these 2 sites would create an unbroken swath of new development to the north of the Conservation Area and effectively coalesce with Eglwys Brewis/West Camp.

Impact on the Boverton Conservation Area:

The site contribute substantially to the existing character and nature of the Boverton Conservation Area. Access will be very problematic due to the complexity of the road junction, the extreme narrowness of the unlit road to Boverton village, and the limitations created by the elevation of Site 473.

Along the watercourses and open spaces inside the western boundary of Site 473, and on the River Hoddnant just metres further to the west, there are otters, kingfisher, dormice, barn owls, eels and other protected species..

**PROPOSAL:**

I acknowledge that the RLDP reflects the extreme pressures on the Council to balance all the competing demands upon its resources, especially housing, economy and the environment. However, I suggest that during the examination phase of the RLDP, and before adoption of the final version, serious consideration is given to revising the category of these 2 sites and designating them as green wedge. They meet the Council's own criteria for green wedge – which includes preventing the coalescence of settlements and retaining openness – and this may be a more suitable designation for the sites rather than the current proposals which seem to be ad hoc and inconsistent with the Council's own long term strategy and objectives.

Attachments:

3038

Object

Respondent: [REDACTED] [2296]

**Summary:**

Any further development in this conservation area would have a hugely detrimental effect of the many many historic listed buildings, flora, fauna and wildlife.

Attachments: None

2915

Object

Respondent: [REDACTED] [2180]

**Summary:**

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

**Environmental Impact:** The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

**Highways Implications:** The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

**Attachments:**

2917

Object

Respondent: [REDACTED] [2300]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

**Environmental Impact:** The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

**Highways Implications:** The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

**Attachments:**

2919

Object

Respondent: [REDACTED] [2302]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

**Attachments:**

2921

Object

Respondent: [REDACTED] [2302]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

**Attachments:**

2990

Object

Respondent: [REDACTED] [2313]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

Attachments:

3163

Support

Respondent: [REDACTED] [2343]

**Summary:**

I agree with the proposal that this site be developed for retail purposes. Its location offers a number of advantages.

- It is easily accessible from the B4265 and potentially Boverton Road.
- It would provide retail services not only to Boverton and St Athan but also to businesses off the Northern Access Road and new housing developments on the outskirts of St Athan that are currently removed from such facilities.
- The development would not intrude on countryside or create congestion on minor roads. It is within walking distance of Boverton but cheek by jowl to the village itself.
- The site location is unlikely to present safety concerns as it is not situated near a busy junction for example nor is it likely to cause congestion on approach roads. Safety of pedestrians, cyclists, walkers etc. would not be compromised as it is not adjacent to walking or cycling routes.

Attachments: None

3567

Object

Respondent: [REDACTED] [1675]

**Summary:**

Llantwit Major already has two supermarkets and there are supermarkets at Cowbridge and Barry as an alternative. I believe we should be buying from small local producers.

Attachments: None

## Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 481

580

Object

Respondent: [REDACTED] [1335]

## Summary:

Site is within the Boverton Conservation Area. According to the VOG Appraisal and Management Plan, it's essential that the area's "special character is not eroded, but rather preserved and enhanced through development activity." Housing on this site (alongside retail development on adjoining site 473, which is also in the conservation area) would massively erode this. Existing 20th Century housing on Boverton Road has been already identified as eroding the historic character of the Conservation Area. Access onto B4265 would increase traffic at an already busy/dangerous junction. Access onto Boverton Road would be problematic due to the narrowness of this road.

Attachments: None

836

Object

Respondent: [REDACTED] [1646]

## Summary:

Congestion of traffic within a conservation area.  
Destruction of greenfield land within the conservation area.  
Access to housing site increase traffic through conservation area.  
This planning application contradicts the protection of the conservation area.

Attachments: None

715

Object

Respondent: [REDACTED] [1578]

## Summary:

This site is within the Boverton Conservation Area and development here (alongside adjoining proposed site 473 which is also in the conservation area) would massively erode its character and destroy a large proportion of the conservation area's greenfield space. Existing 20th Century houses on Boverton Road have been already identified as eroding the historic character of the Conservation Area. Creating access onto B4265 would increase traffic at an already busy/dangerous junction. Creating access onto Boverton Road would be problematic due to the narrowness of this road and would mean significantly increased traffic flow through the middle of the conservation area.

Attachments: None

726

Object

Respondent: [REDACTED] [1590]

**Summary:**

Development of the site would erode the protected historical character of the Conservation Area & would involve the destruction of a significant proportion of the greenfield land within the conservation area.

2.The Boverton Traffic Lights are already busy/dangerous.

3.The road from the B4265 into Boverton being narrow/congested with queuing traffic and with particularly poor pedestrian access to the retail site.

4.Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

**Attachments:** None

728

Object

Respondent: [REDACTED] [1590]

**Summary:**

Development of the site would erode the protected historical character of the Conservation Area & would involve the destruction of a significant proportion of the greenfield land within the conservation area. 2.The Boverton Traffic Lights are already busy/dangerous. 3.The road from the B4265 into Boverton being narrow/congested with queuing traffic and with particularly poor pedestrian access to the retail site. 4.Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

**Attachments:** None

1602

Object

Respondent: [REDACTED] [1933]

**Summary:**

Development would erode the protected historical character of the Boverton Conservation Area, as well as increase traffic along the B4265.

**Attachments:** None

730

Object

Respondent: [REDACTED] [1591]

**Summary:**

Development of the site would erode the protected historical character of the Conservation Area & would involve the destruction of a significant proportion of the greenfield land within the conservation area. 2.The Boverton Traffic Lights are already busy/dangerous. 3.The road from the B4265 into Boverton being narrow/congested with queuing traffic and with particularly poor pedestrian access to the retail site. 4.Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

**Attachments:** None

1612

Object

Respondent: [REDACTED] [1935]

**Summary:**

The development of these sites were erode, the protected historical character of the Boverton conservation area and would increase traffic along the B4265.

Attachments: None

772

Object

Respondent: [REDACTED] [1604]

**Summary:**

There is already queuing traffic and poor pedestrian access. children use this field as short cut to get to school. i think there would be accidents especially if retail site is also allowed to go ahead.access to the housing site would increase traffic through what is supposed to be a conservation area.

Attachments: None

776

Object

Respondent: [REDACTED] [1615]

**Summary:**

Approval of residential development here would significantly devalue the character of the conservation area as it would fill in the space between Boverton and newer development North of the B4265.The reasons why this development would be inappropriate are fully explained in detail in the VOG Boverton Conservation Area Management Plan 2009. The safeguards to protect our built environment and landscape should be respected as far as reasonably possible; inserting a large new residential and possibly even retail development into the conservation area would effectively overshadow the historic elements and spoil the character irretrievably.

Attachments: None

788

Object

Respondent: [REDACTED] [1624]

**Summary:**

Ecological value as green corridor. Poor access. Extremely poor pedestrian links to any infrastructure so not a sustainable location, residents would be reliant on car as is the poorly thought out development across the road. Whilst housing is desperately needed, there are much better locations and sites that should be considered and probably allocated and the sites adjacent to the new AM access road meets all the demand in the town so should be promoted by the authority and developed by the council.

Attachments: None

878

Object

Respondent: [REDACTED] [1672]

**Summary:**

Development would erode greenfield land within conservation area. Boverton traffic lights already busy \ dangerous. Road from B4265 is constricted with poor pedestrian access and no opportunity to widen. Site would increase traffic congestion in the area. There would be a significant increase in noise pollution for the existing nearby residents. Retail \ supermarket facilities already exist, two within one mile and significant other options within 10 mile radius. Increased traffic flow would adversely impact already poor air pollution in the area. This development would significantly and negatively impact on resale value of current housing.

Attachments: None

941

Object

Respondent: [REDACTED] [1703]

**Summary:**

If access to the development will be directly from the B4265 it will create additional complications and hazards around the Boverton Traffic lights and the access road to the Cae Brewis estate.

The old Boverton Road is very narrow and has become a safe route for pedestrians from MoD St Athan to Boverton and Llantwit Major.

The B4265 from the traffic lights into Boverton is too narrow in places to accommodate 2 passing cars. Additional development will lead to more traffic congestion and increased danger to pedestrians.

What is the purpose of a Conservation Area if it is continually developed?

Attachments: None

943

Object

Respondent: [REDACTED] [1705]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

Attachments: None

945

Object

Respondent: [REDACTED] [1706]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

Attachments: None

947

Object

Respondent: [REDACTED] [1707]

**Summary:**

Development of this site would erode the protected historical character the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area

The Boverton Traffic Lights are already busy/dangerous, with many drivers failing to understand the filter system resulting in many near misses.

Access to the housing site would either increase traffic through the Conservation Area or would add to the danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis.

Attachments: None

1076

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-No watermains crossing the site

Sewers crossing-No sewers crossing the site

WwTW Catchment -Llantwit Major

Attachments:

1425

Object

Respondent: [REDACTED] [1828]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre.

Unsustainable location with poor pedestrian and cycle links. There is plenty of other local sites which would be more suitable.

Attachments: None

1430

Object

Respondent: [REDACTED] [1830]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1432

Object

Respondent: [REDACTED] [1831]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1489

Support

Respondent: [REDACTED] [1236]

Agent: [REDACTED] [871]

**Summary:**

The Candidate Site at Land to the North of Boverton Road accords with the key objectives of the Replacement LDP Sustainable Growth Strategy in a number of ways, as follows:

- The site is within walking distance of the Train Station at Llantwit Major, whilst also being within metres of a bus stop.
- In addition to accessibility to Llantwit Major Train Station, a further Train Station is proposed within circa 2km to the west of the Candidate Site (in association with the proposed Key Sites at St Athan). The Boverton Gardens development will therefore benefit from proximity to two train stations.
- There are a significant number of existing local services and facilities available within walking distance of the site in the surrounding settlements of Llantwit Major and Boverton.
- Additionally, an element of community use is also proposed on the Candidate Site as a key feature of the site.
- Furthermore, a new retail allocation is also potentially being considered on land immediately to the north west of the site (on Candidate Site Ref. 473).

Attachments:

1518

Object

Respondent: [REDACTED] [1883]

**Summary:**

Detrimental impact on traffic on dangerous junction/over intensification. Site has high ecological value-owls, birds of prey, mammals, inc bats and reptiles, flora and fauna. Detrimental impact on the conservation area and numerous listed buildings. Town and area is well served by established retail providers. Detrimental to the buoyant town centre. Unsustainable location with poor pedestrian and cycle links. There are plenty of other local sites which would be more suitable.

Attachments: None

1596

Object

Respondent: [REDACTED] [1927]

**Summary:**

I strongly object to the proposed development for the following reasons:  
 It would erode the protected historical character of the Conservation area destructing a significant proportion of greenfield land.  
 Boverton traffic lights are already busy/dangerous with many near misses.  
 The B4265 into Boverton is narrow and congested with poor pedestrian access to site.  
 Access to the site would further increase traffic through the Conservation area or add to the danger at the B4265.  
 Flood risk !  
 Population of Llantwit has grown 10pc in the last 2 years, no increased funding for the local Doctors which is already under enormous pressure.

Attachments: None

1692

Object

Respondent: [REDACTED] [1867]

**Summary:**

**Conservation Area**  
 Development of these sites would erode the protected historical character of the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within this area.

**Increased Flood Risks**  
 More houses = More stormwater = More flooding.

**Negative effects on amenities**  
 Noise/Pollution, disturbance, overlooking, and loss of privacy as the buildings will overshadow properties, and cause loss of privacy, such as loss of daylight.

**Highway Safety**  
 The road from the B4265 into Boverton is narrow/congested with queuing traffic and with particularly poor pedestrian access to a retail site.

**Community Infrastructure**  
 Affected dramatically. (Negative impact).

Attachments: None

1694

Object

Respondent: [REDACTED] [1963]

**Summary:****Conservation Area**

Development of these sites would erode the protected historical character of the Conservation Area and would involve the destruction of a significant proportion of the greenfield land within this area.

**Increased Flood Risks**

More houses = More stormwater = More flooding.

**Negative effects on amenities**

Noise/Pollution, disturbance, overlooking, and loss of privacy as the buildings will overshadow properties, and cause loss of privacy, such as loss of daylight.

**Highway Safety**

The road from the B4265 into Boverton is narrow/congested with queuing traffic and with particularly poor pedestrian access to a retail site.

**Community Infrastructure**

Affected dramatically. (Negative impact).

**Attachments:** None

1774

Object

Respondent: [REDACTED] [2007]

**Summary:**

This site borders the conservation area and will have a negative effect on it. The conservation area is currently bordered by green areas, which give it a distinct olde-worldly feel. These fields set the village of Boverton conservation area apart from Llantwit Major and Eglwys Brewis. The fields also have wildlife including bats and owls.

**Attachments:** None

1871

Object

Respondent: [REDACTED] [1805]

**Summary:**

I strongly object to the development of the above site it would erode the protected historical character of the Conservation Area, and would involve the destruction of a significant proportion of the greenfield land within the Conservation Area. Access to the housing site would either increase Traffic through the Conservation Area, or would add danger at the B4265 if new access was created onto the bypass road opposite the new estate at Cae Brewis. We have lived in Boverton most of our lives, and cannot believe you are considering to build houses on this Conservation Area.

**Attachments:** None

2604

Object

Respondent: [REDACTED] [1615]

**Summary:**

I wish to object to the proposed use category for the following 2 sites: Site 473 (Land south of the B4265) and Site 481 (Land to the North of Boverton Road)

**Settlement Identity:**

These areas of green open space are all that remains of a gap between the eastern edge of Boverton and Eglwys Brewis/West Camp. If the RLDP proposals are approved these 2 sites would create an unbroken swath of new development to the north of the Conservation Area and effectively coalesce with Eglwys Brewis/West Camp.

**Impact on the Boverton Conservation Area:**

The site contribute substantially to the existing character and nature of the Boverton Conservation Area. Development of the sites would transform the Conservation Area in a negative way. Access will be very problematic due to the complexity of the road junction, the extreme narrowness of the unlit road to Boverton village, and the limitations created by the elevation of Site 473.

Along the watercourses and open spaces inside the western boundary of Site 473, and on the River Hoddnant just metres further to the west, there are otters, kingfisher, dormice, barn owls, eels and other protected species..

**PROPOSAL:**

I acknowledge that the RLDP reflects the extreme pressures on the Council to balance all the competing demands upon its resources, especially housing, economy and the environment. However, I suggest that during the examination phase of the RLDP, and before adoption of the final version, serious consideration is given to revising the category of these 2 sites and designating them as green wedge. They meet the Council's own criteria for green wedge – which includes preventing the coalescence of settlements and retaining openness – and this may be a more suitable designation for the sites rather than the current proposals which seem to be ad hoc and inconsistent with the Council's own long term strategy and objectives.

**Attachments:**

2916

Object

Respondent: [REDACTED] [2180]

**Summary:**

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

**Environmental Impact:** The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

**Highways Implications:** The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2, Objective 4, Objective 5, Objective 6.

**Attachments:**

2918

Object

Respondent: [REDACTED] [2300]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

Attachments:

2920

Object

Respondent: [REDACTED] [2302]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

Attachments:

2922

Object

Respondent: [REDACTED] [2302]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

Attachments:

2992

Object

Respondent: [REDACTED] [2313]

**Summary:**

My Objections are as follows; Impact on Boverton Conservation Area As detailed in the Conservation area Boverton Appraisal and Management Plan dates March 2009.

The Conservation area, which includes both the above site, is of significant value to the area in terms of the character of the buildings, and the green open space which creates a buffer between the conservation area and the B4265.

The scale of the retail development would be extremely intrusive in terms of the size of the building, car parking and delivery yard requirements, possible 24/7 usage, requirement for commercial lighting, and creating of disruptive traffic flow to the site along with the housing.

Environmental Impact: The area of green land provides for an important habitat for wildlife. Along the watercourse and open spaces. Regardless of any mitigations any retail development and housing development, and its associated infrastructure is sure to cause significant damage to the environment.

Highways Implications: The development would have a major effect on the already dangerous traffic flow from the A 4265 leading to Boverton Road.

Why are you not considering the brown field site at Llandow, or alongside the new infrastructure created to serve the new Aston Martin site, which has all the necessary infrastructure in place.

The Representation also identifies the following RLDP Objectives that the proposal would be contrary to Objective 1, Objective 2 , Objective 4, Objective 5, Objective 6.

Attachments:

3036

Object

Respondent: [REDACTED] [2296]

**Summary:**

My objection include the unsuitability of access to and from the area for pedestrians. Boverton lane was deemed unsafe for traffic of any kind when the bypass was built and the risk of accident led to the Boverton Relief road plan being included subsequent LDPs.

There is a listed historic tunnel that runs under the road. A Natural watercourse runs across this area proposed for retail.

Any development on this site would dramatically alter the character and nature of the conservation area.

We must protect Llantwit Town centre with well stocked supermarkets and good pedestrian access.

**Attachments:** None**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 366**

1347

Object

Respondent: [REDACTED] [1798]

**Summary:****Object****Attachments:**

1341

Object

Respondent: [REDACTED] [1793]

**Summary:**

This land is frequently and consistently used for recreation purposes. This would be very detrimental to the local residents and community if it would be lost to housing

**Attachments:** None

1342

Object

Respondent: [REDACTED] [1794]

**Summary:**

This field is used daily by dog walkers. It's a safe green area to exercise dogs. It's also used by children to kick a football etc

**Attachments:** None

1514

Object

Respondent: [REDACTED] [1880]

## Summary:

This is an important open space to the local housing estate that is used daily by a lot of local people for daily exercise and mental wellbeing.

Attachments: None

1339

Object

Respondent: [REDACTED] [1792]

## Summary:

We are surrounded by housing developments with no infrastructure, employment opportunities or decent transport links. This site is the last green space for dog walking and has a wealth of creatures such as field mice and insects. Please stop building around us. This area has enough deprivation and low income families. Leave us some space.

Attachments: None

3074

Support

Respondent: [REDACTED] [769]

Agent: [REDACTED] [1078]

## Summary:

Support for Candidate Site 366 Land South of Clive Road, St Athan. The site will add to the critical mass that makes the delivery of a railway station at St Athan viable. A new active travel link running southwards has recently been completed.

Attachments:

1080

Comment

Respondent: [REDACTED]  
[1741]

## Summary:

Watermains crossing-No watermains crossing the site  
Sewers crossing-225mm sewer crossing the site  
WwTW Catchment-West Aberthaw

Attachments:

2878

Support

Respondent: [REDACTED] [2289]

## Summary:

Building on this land would create the bridge needed between East Vale and St Athan Village itself. Perhaps a housing development here would result in street lighting, making this area safer for pedestrians and cyclists at night

Attachments: None

1101

Object

Respondent: [REDACTED] [698]

**Summary:**

Objection to development on Clive Road field as it is a green space used continuously by local people for dog walking, families and children use the area for meeting, picnics, exercise. There is a huge amount of biodiversity. Other reasons include a reduction in available local open space due to building by the Gathering Place and location within the flight path with many flights entering the airstrip passing close over the field. Site becomes quite boggy and water table is high! Likely run off will be down main highway! There is not enough sewerage capacity for this build. Impact on residents and those enjoying Gild in adjacent club will be impacted by noise, light.

There is one bus per hour, no train service and an active travel route which is not accessible for older or disabled people or young children. The road is narrow and a car cannot fit alongside an oncoming bus. Distance from the village shop. Neither St Athan community council or the public have been involved in place making despite being one of the largest proposals in the Vale inclusive of the ex RAF site and Aberthaw. This is really poor consultation given the changes expected for the area!

Attachments:

2027

Object

Respondent: [REDACTED] [1702]

**Summary:**

The community have been trying for some years too secure this site for allotments and a green space. The green space provision in St Athan is lacking and your allocation flawed as the Golf Course is included - this is not available for the general community to kick a football or even walk across.

We were always told this land could not be built on as too close to the runway at MOD St Athan. Adlington homes has got away without contributing anything too the community as the former military houses were 'released' to the public without any planning review.

Attachments: None

Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 399

2030

Object

Respondent: [REDACTED] [1702]

**Summary:**

Site is on fringes of settlement is green field, building closer to Flemingston Village. Additional housing is not required in view of the already excessive housing allocation for St Athan area.

Attachments: None

1081

Comment

Respondent: [REDACTED]  
[1741]

**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -West Aberthaw

Attachments:

2869

Object

Respondent: [REDACTED] [2289]

**Summary:**

This should not be considered for development. The road access to Flemingston is little more than a lane. With the building of David Wilson and Barrat Homes this area is already overpopulated. Public transport links are laughable and the installation of the new pedestrian/cycle path will not encourage people away from their cars when they need to visit the doctor, pharmacy, shop or takeaways. Building here will exacerbate the feeling that this end of St. Athan is becoming a village of it's own with no cohesive link to the village itself

Attachments: None

**Coastal Vale (Rhoose, St Athan & Llantwit Major), Site ID No / Rhif Adnabod y 457**

2875

Object

Respondent: [REDACTED] [2289]

**Summary:**

This area is unsuitable purely due to it's proximity to the B4265. This section of road is on a bend and on an incline. It is unsafe for pedestrians crossing at the crossroads junction as it is

Attachments: None

2264

Object

Respondent: [REDACTED] [1702]

**Summary:**

This site is south of the main settlement and is isolated from it by the B4265.  
Access to all facilities at St Athan including bus routes, school, retail and doctors would require crossing the B4265. Which has already caused issues at the next Gileston x junction. There is no good planning reason too include this site in the LDP. It is not sustainable and is not in keeping with the requirements of sense of place. Further flooding risk to the main B4265 would be difficult too mitigate as the other boundary is the railway line.

Attachments: None

2877

Object

Respondent: [REDACTED] [2289]

## Summary:

I object to this based purely on it's proximity to a main road which is on a bend and on an incline. A junction installed off the B4265 would be dangerous and currently pedestrians from the Old Station Yard who have to cross at the crossroads do so with trepidation. This development is simply on the wrong side of the road!

Attachments: None

## Coastal Vale (Rhoose, St Athan &amp; Llantwit Major), Site ID No / Rhif Adnabod y 361

1087

Comment

Respondent: [REDACTED]  
[1741]

## Summary:

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Cog Moors

Attachments:

## East Vale (Peterston-super-Ely &amp; Wenvoe), Site ID No / Rhif Adnabod y 417

1088

Comment

Respondent: [REDACTED]  
[1741]

## Summary:

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Bonvilston East

Attachments:

## East Vale (Peterston-super-Ely &amp; Wenvoe), Site ID No / Rhif Adnabod y 393

1090

Comment

Respondent: [REDACTED]  
[1741]

## Summary:

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -No WwTW nearby

Attachments:

2138

Support

Respondent: [REDACTED] [676]

**Summary:**

Planning permission is currently being sought to continue the quarry's operation until 2027, by which time the permitted limestone reserve will have been worked out. The Company supports both the site's identification as an operational quarry and that restoration proposals will be considered against Development Plan policy. However, it also considers that the site should be explicitly identified as a site suitable for accepting construction, excavation and demolition recycling residues and unrecyclable from both the permitted on site recycling facility and elsewhere to replace the nearby Whitehall Quarry, which closed in 2019. It is also of the view that any restoration proposals should be considered in accordance with the Replacement Plan, once adopted, not the existing LDP.

Attachments: None

**East Vale (Peterston-super-Ely & Wenvoe), Site ID No / Rhif Adnabod y 412**

1091

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Cog Moors

Attachments:

**Penarth and Area, Site ID No / Rhif Adnabod y 444**

795

Object

Respondent: [REDACTED] [1628]

**Summary:**

444 covers an area much greater than that in which would be suitable for development (we note Policy SP4 KS2 which we do not oppose). This site is unsuitable for further development on account of access from Penyrturnpike or Cardiff Rd, both of which are currently stressed; and would represent unwanted incursion into the green wedge between Llandough, Dinas Powys and Penarth, and the area of outstanding beauty of the Michalestone basin.

Attachments: None

1092

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-18" watermain crossing the site  
Sewers crossing-1450mm sewers crossing the site  
WwTW Catchment -Cog Moors

Attachments:

3718

Support

Respondent: [REDACTED] [1068]

Agent: [REDACTED] [909]

**Summary:**

444 North of Dinas Powys (Extended Area)

Whilst the allocation of part of the site as KS2 is supported, the extended option should also be included. The site is supported by additional supporting documents:

- Revised Masterplan Framework (Extended Scheme);
- Access & Transport Technical Note (Dated February 2024);
- Green Infrastructure Strategy (Dated July 2023 – Version 3); and
- Landscape Summary (Dated July 2023 – Version 1)

The wider site is considered acceptable in landscape, ecology, highways and would deliver benefits including the delivery of a new primary school and open space. The candidate site assessment has been updated.

**Attachments:**

1464

Object

Respondent: [REDACTED] [1841]

**Summary:**

I object on the basis that the developments will increase traffic congestion to an already congested area, the main road through Dinas Powys is already heavily congested at times.

**Attachments:**

1646

Object

Respondent: [REDACTED] [1948]

**Summary:**

Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic.

This also increase pollution for those using those roads to access schools/houses along the main roads.

There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on existing flood plain.

I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.

**Attachments:**

1600

Object

Respondent: [REDACTED] [1932]

**Summary:**

Site number 444 is part of a larger whole and can be linked to site applications 423, 419, and 356. The development of this agricultural land will increase the flooding that occurs in both the Eastbrook and the Cadoxto river. It will make worse the already overcrowded Cardiff Rd and the narrow Pen-y-turnpike affecting air quality, schools, emergency services and quality of residents' lives Its environmental impact will be great.

Attachments: None

2094

Comment

Respondent: [REDACTED] [2107]

**Summary:**

The A4055 is heavily congested at peak times, measures need to be taken to reduce the impact of the increased number of cars as result of the housing development. Along Pen Y Turnpike Rd provision for cycling and pedestrian link to Dinas will be required as the road is unsafe for pedestrians and cyclists. Whilst encouraging people to use the train from Eastbrook increased capacity will be needed by ensuring trains have a minimum of four carriages rather than two at peak times.

Attachments: None

3258

Comment

Respondent: [REDACTED] [2106]

**Summary:**

SITE ID No. 444 - No access onto Pen-Y-Turnpike Road should be allowed. Cardiff Road is already gridlocked much of the day, the fields with gulleys these houses are to be built on are lovely.

Attachments: None

**Penarth and Area, Site ID No / Rhif Adnabod y 365**

1093

Comment

Respondent: [REDACTED]  
[1741]**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No public sewers nearby  
WwTW Catchment -Cog Moors is nearest

Attachments:

1898

Support

Respondent: [REDACTED] [1138]

Agent: [REDACTED] [1005]

**Summary:**

In respect of Candidate Site ID 365 - Leckwith Quay, we strongly support the conclusion that the site passes the Stage 2 Assessment and is deemed suitable for further consideration within the RLDP.

We note that the information provided to explain why the site has progressed states:

"Although the site is previously developed land, it is located outside of a defined settlement and is not within the Strategic Growth Area. Whilst it is poorly related to services and facilities in the Vale, it is within close proximity to employment opportunities within Cardiff (Penarth Road Area including Hadfield Road, Sloper Road, Bessemer Road is identified as an existing employment site in the Cardiff adopted LDP) so would align housing and employment. The site is the subject of a current planning application being considered by the Council; the determination of this site would be considered against the current adopted LDP. If the site is granted permission the site would contribute to the RLDP land bank as a windfall site."

Since the LPA's candidate site assessment had been undertaken, the planning application referred to above (for up to 228 dwellings) is now the subject of a resolution to grant planning permission (subject to S106), (application ref: 2020/01218/HYB). We therefore support that the site must be included within the RLDP committed sites with planning permission, contributing up to 228 dwellings towards meeting the identified housing requirement for the forthcoming plan period.

**Attachments:**

1909

Comment

Respondent: [REDACTED] [1138]

Agent: [REDACTED] [1005]

**Summary:**

With regard to representations made in support of Candidate Site ID 365 (Leckwith Quay), we disagree with the ISA assessment of candidate sites presented at Table AB.3 of the report.

Please refer to the enclosed Leckwith Quay ISA Assessment Table for further details.

In summary, we understand that a GIS assessment of candidate sites has been undertaken within the ISA Report. However the enclosed table seeks to provide further context to the assessment in respect of Site ID 365, which concludes the site will provide beneficial effects across all criteria and therefore accords with the key objectives of the Preferred Strategy as presented within the consultation documents.

**Attachments:**

## Penarth and Area, Site ID No / Rhif Adnabod y 400

654

Object

Respondent: [REDACTED] [1530]

## Summary:

Object to the sites off Penlan Road and between Cardiff Road and Dinas Powys. The proposals will join up the Dinas Powys, Llandough and Penarth Communities. The proposals destroy green belt, is on greenfield land and harms the environment. Traffic and transport on this route is already problematic and these proposals would further increase congestion and air pollution. Current infrastructure cannot cope.

Attachments: None

811

Object

Respondent: [REDACTED] [236]

## Summary:

2. The Community Council is strongly opposed to Site No. 400 (Land off Penlan Road, Llandough) being included for further consideration in relation to a housing development. Having regard to the elements of the sustainable growth strategy in Para 1 above it should be noted that there is currently a poor bus service serving those residing in Penlan Road and although park and ride facilities are available at Cogan and Eastbrook rail stations this would require householders travelling by car to the rail stations and place added pressure on the Merrie Harrier junction. Furthermore, it is likely that there would be limited or no capacity for additional car parking at these rail station facilities. There are also concerns that due to the topography of the land any residential development of the land could create possible flooding issues in Corbett Road.

Attachments:

3083

Object

Respondent: [REDACTED] [1579]

## Summary:

Site 400 is located in close proximity to the Merrie Harrier junction. The road safety and traffic management concerns outlined above also apply to this site and therefore it is unsuitable for development.

The site is located in close proximity to Llandough Hospital. Development of any kind, particularly of the density suggested, will increase the number of vehicle movements in the area. This will impede access to the hospital site. Further development in the immediate area would create even greater demand on limited on street parking capacity and exacerbate the problem further.

Llandough lacks many amenities typically expected of a village of its size. There are no longer any shops or post office and despite the increase in houses and people, there is no GP surgery, dental surgery, or pharmacy. There is also a lack of school places with many Llandough residents unable to send their children to the village primary school.

At present, the site comprises a green field. Developing the green space will therefore negatively impact wildlife in the area and will result in habitat destruction. Replacing green fields with housing will cause several drainage problems, road subsidence and make these flood issues worse.

Attachments: None

1094

Comment

Respondent: [REDACTED]  
[1741]

**Summary:**

Watermains crossing-No watermains crossing the site  
Sewers crossing-No sewers crossing the site  
WwTW Catchment -Cog Moors

**Attachments:**

1564

Object

Respondent: [REDACTED] [1909]

**Summary:**

1. The Merrie Harriers junction is already a challenge for Llandough residents turning right into the village . It is an extremely dangerous junction that the council have neglected to acknowledge or rectify for many , many years . To increase the traffic using thus junction would be catastrophic with its current layout.
2. Parking in Llandough is already a huge ongoing problem which the council have refused to address for a long time despite residents, regularly raising this issue . To introduce more properties into the area would only heighten this issue . The council put restrictions in place to prevent the hospital building a large multi storey car park to alleviate the problem yet are now considering a housing development on the site . Ridiculous is an under statement.
3. Public transport to Llandough is very poor and inadequate for current residents without increasing resident numbers .
4. Where do the council propose any children moving into the area will be educated? The school in Llandough is already at bursting point and would be unable to accommodate them .
5. Health care and lack of GP practices would be another issue . The lack of progress with the development of a well being centre should perhaps be considered more of a priority before bringing more people into the area where GP practices have been closed and heath care compromised .

**Attachments:** None

1799

Object

Respondent: [REDACTED] [2014]

**Summary:**

The development off Penlan Road is totally unsuitable.

1. Extra houses will generate at least 400 cars which will exit to cause more pressure on the Merrie Harrier junction
2. The junction is already a site likely to see a fatal accident at some time due to a total lack of a right filter for cars approaching from the Penarth Rd direction

Cars waiting at these lights are often unable to see cars coming from Dinas Powys when other cars are lined up waiting to go towards Dinas Powys. More cars from the proposed development will most certainly increase the danger level.

3. AN increase in the number of children will put a serious burden on Llandough school which is already bursting at the seams. Many children already have trouble crossing such a busy road as they walk to ST Cyres school.. More children will only make things worse.

4. There is already a drainage problem and building houses on a slope will increase run off as grassland is replaced by concrete

5. There will be almost no green spaces, fields or woodland for children or parents to enjoy from Llandough Church all the way to Eastbrook and Dinas Powys.

**Attachments:** None

1816

Object

Respondent: [REDACTED] [2020]

**Summary:**

As a resident of Penlan road I am extremely concerned that the increased traffic will mean getting out of Llandough. There are already significant delays and congestion and this will only be added to.

It's not even as if there is anywhere local to shop, as there are NO shops in the area so everyone will be forced to use their cars.

I'm also concerned with the traffic pollution on the road and what impact the heavy work vehicles could have on my property.

Environmentally I'm also concerned that the starlings will be affected as they roost in the field that's outlined for development, as well as all the other animals, birds and insects that reside in that area.

**Attachments:** None

1832

Object

Respondent: [REDACTED] [2029]

Petition: 2 petitioners

**Summary:**

To build more houses in Llandough/East Dinas Powys would be really detrimental to the environment and would increase an already vastly busy junction at the Merrie Harrier. It would be an overdevelopment of the area.

There are also likely to be more serious problems of flooding as we have seen in Eastbrook and Cardiff Road, Dinas Powys.

Local Health Centres, Primary and Secondary Schools are already oversubscribed with some families not able to have their younger children attend the same school as older siblings - but having to travel to another school.

In recent years have seen an increase in housing in the village and extensions to Llandough Hospital which have increased dramatically the traffic flow and parking in the village. The transport and other areas of infrastructure are not in place and the plans/proposals do not appear to take account of this.

Also Llandough is a village community and these proposals will seriously impact this as well as taking away green belt land. The green belt is necessary for both ecological and climate reasons.

Attachments: None

1852

Comment

Respondent: [REDACTED] [1870]

**Summary:**

Flood risk to homes on Corbett Road. The grass land between the hospital & Corbett Road homes absorbs a significant amount of rain water. The current ditch & culvert system which is designed to carry water from the hill is currently not functioning - even if it did it would add to flood water concerns further downstream in Dinas Powys. Concreting over the remainder of the hill would just add to water run off with nowhere to go. Properties on Corbett Road are already at risk & many have flooded previously just due to run off water from Penylan Road.

Attachments:

2059

Object

Respondent: [REDACTED] [2014]

Petition: 2 petitioners

**Summary:**

Significantly increased congestion

The number of homes proposed would hugely increase the number of vehicles being used in the Llandough / Dinas Powys area. Cardiff Road in Dinas Powys is hugely congested as it is, at all times of the day. The infrastructure is simply not in place to cope with all of the increased traffic that would be generated if any of the sites identified above were developed into housing.

Doctors and Schools

If developed into housing, where will all the children that will be residing in the new houses be going to school and what doctors surgeries will all of the new residents be registering with?

Urgent Services

The increased traffic / congestion would inevitably adversely impact emergency services, first responders, ease of travelling to hospitals etc.

Loss of Greenbelt / impact on wildlife

Many people live in Llandough and Dinas Powys because of the many green spaces which you struggle to have in a big city like Cardiff. The greenspaces in the sites identified above provide a natural barrier between settlements, be it a barrier between Dinas Powys and Llandough or Llandough and Cardiff. In the absence of the green spaces, we risk having large conurbations with the loss of individual identity of each settlement.

**Attachments:**

2043

Object

Respondent: [REDACTED] [187]

**Summary:**

Site 400 is located in close proximity to the Merrie Harrier junction. The road safety and traffic management concerns that I outlined above therefore also apply to this site. For these reasons alone, it is unsuitable for development.

Furthermore, the site is located in close proximity to Llandough Hospital. Development of any kind, particularly of the density suggested, will increase the number of vehicle movements in the area. This will impede access to the hospital site. Additionally, there are longstanding parking issues in Llandough Hospital, largely caused by hospital staff parking in residential areas. Further development in the immediate area would create even greater demand on limited on street parking capacity and exacerbate the problem further. Public transport provision in the village is insufficient, and so all residents of development on the site would rely on a car.

Sadly, the community of Llandough lacks many amenities typically expected of a village of its size. For example, it has no shop, GP surgery, dental surgery, pharmacy or post office. GP capacity in the Eastern Vale is under significant pressure following the closure of Albert Road Surgery. Changing demographics in the area alone will exert further pressures and any development will exacerbate these to intolerable levels. There is also a lack of school places, with many Llandough residents unable to send their children to the village primary school.

At present, the site comprises a green field. Developing this green space will therefore negatively impact wildlife in the area and will result in habitat destruction. There are also several known flood risks in Llandough, including at King George V Playing Fields and on Llandough Hill. Indeed, the Council has requested funding for a high level flood risk assessment to take place. Replacing green fields with housing will cause several drainage problems and make these flooding issues worse.

For these reasons, candidate site 400 is unsuitable for development. The Council's decision to take it forward for further consideration is a grave error and this must be reversed.

**Attachments:**

2143

Object

Respondent: [REDACTED] [2120]

**Summary:**

Candidate Site 400 (Land off Penlan Road) is not suitable for further consideration.

Already congested - It is too close to the Merrie Harrier Junction, a road traffic accident hotspot.

Developing the site will also exacerbate existing issues with road traffic flows at the junction.

doctors & schools at capacity - Llandough lacks amenities to service additional development. Existing pressures on GP provision and school places will be made worse.

Public transport provision is insufficient.

Parking issues - There is insufficient parking capacity in the area due to the site's proximity to Llandough Hospital.

Wildlife & flood - There are several known flood risks in Llandough. Further development will exacerbate them.

**Attachments:** None

2150

Object

Respondent: [REDACTED] [2123]

**Summary:**

Candidate Site 400 (Land off Penlan Road) is not suitable for further consideration.

Already congested - It is too close to the Merrie Harrier Junction, a road traffic accident hotspot.

Developing the site will also exacerbate existing issues with road traffic flows at the junction.

doctors & schools at capacity - Llandough lacks amenities to service additional development. Existing pressures on GP provision and school places will be made worse.

Public transport provision is insufficient.

Parking issues - There is insufficient parking capacity in the area due to the site's proximity to Llandough Hospital.

Wildlife & flood - There are several known flood risks in Llandough. Further development will exacerbate them.

The Council was correct to deem Candidate Sites 353, 368, 429 and 434 unsuitable for further consideration. These must not be taken forward.

**Attachments:** None

2465

Object

Respondent: [REDACTED] [2014]

**Summary:**

I object to the proposed development off Penlan Rd and Cardiff Rd Llandough/Eastbrook

1. Over 400 houses will create at least 500 cars most of which will converge on the Merrie Harrier junction. This will cause long tailbacks especially during the rush commutes to and from Cardiff. This junction has already seen accidents.

2. There will be no green space if fields are built over and this means that young children will suffer by not having the chance to enjoy the bit of countryside that remains for walks and for enjoying nature

3. There will be continuous buildings from the entrance to Llandough from Dochdwy Church all the way to Dinas Powys ...there will be no break, the village feel of Llandough as a community will be destroyed

4. There will be long delays at the Llandough Hospital lights, serious for emergency ambulances as exiting cars leaving the proposed new housing use a short cut down the narrow dangerous Church Hill to Penarth Rd.

5. There are no amenities in Llandough, no shops and few recreational facilities. The present schools are already oversubscribed and will have to be expanded

Over-all the proposed development has too many problems to be considered as suitable for further expansion

**Attachments:** None

2497

Object

Respondent: [REDACTED] [2201]

**Summary:**

Land off Penlan Road is not suitable for further consideration.

1. Pressures on G.P. provision and school places would worsen.
2. Proximity to the Merry Harrier Junction and to Llandough Hospital would cause traffic flow problems.
3. There is insufficient parking capacity in the area due to proximity of site to Llandough Hospital.
4. The several known flood risks in the area will be exacerbated.

Attachments:

2503

Object

Respondent: [REDACTED] [2010]

Petition: 3 petitioners

**Summary:**

I regularly travel through Dinas Powys and the traffic and bottle neck that is already happening is a night mare to say the least and now you wish to add more properties and create more senseless delays through traffic on the Cardiff Road!

The public transport systems for this area are very poor so people will be more likely to use cars.

We also have to deal with the problems of hospital staff and hospital visitors parking on the side streets of Llandough causing congestion and making driving hazardous.

There is not enough access to schools let alone doctors. Within the Penarth area we have already seen the closure of doctor's surgeries and consequently all those patients have had to be absorbed by other surgeries.

The greenbelt area with agricultural land, is now being slowly eroded by developments. Why can't the council consider using more brown field sites? that would surely be a better option to the housing problems.

Attachments: None

2717

Object

Respondent: [REDACTED] [1832]

**Summary:**

I object to site 400 off Penlan road. It is a vital offset to the colossal dominance of roads and houses and buildings around and I would be devastated if it was removed and converted into yet more housing. Why lose the very few green spaces we have in the area

As a resident of Llandough, I'm constantly concerned by how pressurised parking is already because of the hospital (despite a mammoth car park), and the impact of traffic pollution on my children's health. Adding further housing to the area only increases this problem.

It's a known area for flooding, health services are already pressurised, and it will increase likelihood of even more traffic accidents at the dangerous Merrie Harrier junction.

Attachments:

2761

Object

Respondent: [REDACTED] [2260]

**Summary:**

I am appalled and concerned that this area would even be considered for a housing development. A journey which used to take me 8 minutes now takes at least 15/20 minutes if the traffic isn't too heavy. The traffic congestion late afternoon means that sometimes we can't even get out of our estate in Llandough due to queues and cars parking on the roadside.

Please consider my objections below:

GP surgeries are full - grange medical practice has 10,000 patients and it's almost impossible to get an appointment.

No space in primary schools

Dentist practices are full

The volume of vehicles will increase and is already at unhealthy levels.

The residents of Llandough wish to remain a village with village identity.

The impact of constant building noise and traffic.

The area is populated by wildlife such as foxes, owls, bats which would all be displaced.

Council services already stretched - ie. Refuse and recycling inconsistent, bus service unreliable and services reduced.

Llandough village has become a rat run at peak traffic times, more housing would only increase the amount of vehicles using the village as a shortcut as well as the fumes and noise on Penlan Rd.

**Attachments:** None

2925

Object

Respondent: [REDACTED] [2306]

**Summary:**

I write to object in the very strongest terms to the proposed new housing developments in Dinas Powis and Llandough areas. I have lived in Llandough for 30 years and consider that the level of new buildings and infrastructure is already too much.

Road and traffic congestion is already at dangerous and stressful levels.

Air pollution - already bad - would increase rapidly

GP surgeries and dentists are already full. Increased demand would create further stress.

Schools are already struggling and are at breaking point with demand and lack of investment

Our wildlife will suffer even further.

Council services are under vast stress.

The village of Llandough should be left as a village - not a continuity of Dinas Powis or Penarth.

**Attachments:** None

3048

Object

Respondent: [REDACTED] [2322]

**Summary:**

I object to the Replacement Local Development Plan, the "key site" on Cardiff Road in the Draft Strategy is not suitable for development. Due to the following points.

- Llandough lacks amenities for existing residents, we are currently unable to access GP's, dentists, health care. Additional development will add to existing pressures on GP provision and school places will be made worse.
- This route is prone to congestion adding a further 250 houses will make these worse and even more unsafe.
- Loss of agricultural land will increase flood risks and impact the wildlife in this area. Without these green areas there will be increased flooding with concrete taking their place.
- The site acts as a natural barrier between Llandough and Dinas Powys. Development of any kind will destroy the boundary which separates these distinct communities.
- It is too close to the Merrie Harrier Junction and an already busy traffic area. Developing the site will also exacerbate existing issues with road traffic flows at the junction.
- Public transport provision is insufficient.
- There is insufficient parking capacity in the area due to the site's proximity to Llandough
- Candidate Site 400 (Land off Penlan Road) is not suitable for further consideration.

Attachments: None

3165

Object

Respondent: [REDACTED] [2347]

**Summary:**

- Llandough lacks amenities for existing residents, we are currently unable to access GP's, dentists, health care. Additional development will add to existing pressures on GP provision and school places will be made worse.
- This route is prone to congestion adding a further 250 houses will make these worse and even more unsafe.
- Loss of agricultural land will increase flood risks and impact the wildlife in this area, we should be looking after our green spaces and supporting the wildlife in these areas, not forcing nature out of their homes.
- The site acts as a natural barrier between Llandough and Dinas Powys. Development of any kind will destroy the boundary which separates these distinct communities, they both need support and need to remain independent.
- It is too close to the Merrie Harrier Junction and an already busy traffic area. Developing the site will also exacerbate existing issues with road traffic flows at the junction.
- Public transport provision is insufficient! We have had buses taken off serving Llandough, leaving residents with access to a local bus service and many isolated, this will have an impact on peoples health
- There is insufficient parking capacity in the area due to the site's proximity to Llandough Hospital.

Attachments: None

2163

Object

Respondent: [REDACTED] [2126]

**Summary:**

Candidate Site 400 (Land off Penlan Road) is not suitable for further consideration.

Too close to accident blackspot of Merrie Harrier Junction. Loss of greenbelt - under concrete and tarmac.

Llandough has no services/shops to accommodate such expansion. Existing pressures on GP/dental provision and school places will be compounded. Public transport currently not fit for purpose (limited access to Penarth), especially on weekends/bank holidays - leading to even more traffic.

Parking is a ongoing problem due to Llandough Hospital overflow - the plan will aggravate this further.

Llandough's flood risks will be heightened, groundwater drainage is a major issue.

**Attachments:** None

3414

Support

Respondent: [REDACTED] [2365]

Agent: [REDACTED] [2357]

**Summary:**

It is acknowledged that new development must be directed to sustainable locations, where opportunities to travel to and from the site via all modes of travel is provided. This includes travel via bus, cycle and rail in order to access key services and facilities, as well as employment.

In respect of the settlement of Llandough, the Strategy recognises that it is a sustainable location where appropriate growth can be apportioned to within the Plan period in respect of housing and employment.

The settlement of Llandough is identified as a 'Primary Settlement' within the Settlement Hierarchy. The site therefore aligns with this key element of the Strategy, and therefore, should be allocated for residential development.

The site is considered to represent an acceptable form of residential development that is suitably located adjacent to the settlement of Llandough, and also within the Strategic Growth Area (identified within the Preferred Strategy). Moreover, the site will provide 40% affordable housing.

The proposed housing site would comprise a placemaking-led scheme, creating an environment that is accessible and socially inclusive for all residents.

The site would be developed in conformity with 'Objective 5 – Protecting and Enhancing the Natural Environment' through retaining and enhancing key green infrastructure assets as part of the development.

The site would also play a role in meeting 'Objective 8 – Promoting Active and Sustainable Travel Choices' in that the site would be located in an accessible location, by way of different modes of transportation, including walking, cycling and public transport (both bus and rail).

**Attachments:**

## Penarth and Area, Site ID No / Rhif Adnabod y 484

1097	Comment
Respondent: [REDACTED] [1741]	
<b>Summary:</b> Watermains crossing-No watermains crossing the site Sewers crossing-No sewers crossing the site WwTW Catchment -Cog Moors	
<b>Attachments:</b>	

1657	Object
Respondent: [REDACTED] [1948]	
<b>Summary:</b> Object to the use for employment without more details given. Any sites that increase the traffic either through Dinas Powys or through Sully need to consider road capacity - there are traffic jams most mornings trying to drive through these villages as the roads were not built for this amount of traffic. This also increase pollution for those using those roads to access schools/houses along the main roads. There is also increased risk of flooding from building on greenfield sites resulting in increased water run-off, and there is already a history of flooding in these areas. Some of these areas I'm sure are on exisiting flood plain. I am also concerned about sewage - do existing facilities have the capacity to cope with the increase in population.	
<b>Attachments:</b>	



**The Vale of Glamorgan Council**

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