VALE OF GLAMORGAN

REPLACEMENT LOCAL DEVELOPMENT PLAN
2021 - 2036

Volume 1 – Summary Representations

August 2026

RLDP CDLN

VALE of GLAMORGAN
BRO MORGANNWG

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Introduction to Representations Register

This Representations Register provides a copy of the duly made representations received in response to the Deposit Replacement Local Development Plan (RLDP) public consultation, which took place between 28 January 2026 and 11 March 2026. It has been published in accordance with Regulation 19 of the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005.

The Register does not include representations that were not duly made, namely those submitted outside the consultation period or submitted anonymously or without contact details. It also excludes representations that have been withdrawn.

Due to the high number of duly made representations received (over 2,700), it has been necessary to divide the Register into volumes arranged in the order that the policy or proposal appears in the RLDP. Where more than one representation was received on the policy, this has been arranged by representation number.

Volume 1 provides a summary of all representations.

Volumes 2 to 6 contain the full text of representations relating to the Plan itself.

Volumes 7 to 12 contain representations relating to other parts of the evidence base.

The Volumes are as follows:

- Volume 1 – Summary Representations
- Volume 2 – Full Representations on Introduction, Policy Context, Key Characteristics, Themes, Vision and Objectives and Sustainable Growth Strategy and consultation process
- Volume 3 – Full Representations on the Policy Framework (Excluding Key Sites and Housing Allocations)
- Volume 4 - Full Representations on Key Sites (HG1 KS1-KS5)
- Volume 5 – Full Representations on Housing Allocations (HG1, HG2, HG3, HG4)
- Volume 6 – Full Representations on Appendices
- Volume 7 – Full Representations on Background Papers
- Volume 8 - Full Representations on the Integrated Sustainability Appraisal and Habitats Regulations Assessment
- Volume 9 - Full Representations on Candidate Sites
- Volume 10 – Full Representations on the Draft Healthy Placemaking Supplementary Planning Guidance
- Volume 11 - Full Representations on the Green Infrastructure Strategy
- Volume 12 – New Site Submissions

Representations are published in the language in which they were originally submitted. Only one representation was received in Welsh, and an English translation has been provided alongside the original Welsh text.

Where representations were submitted by email, representation form, or letter rather than through the online consultation portal, the original submission has been attached. A redacted version of the submission can be downloaded via the link provided under the ‘Attachments’ heading at the end of the relevant representation.

All representors will have been notified of their individual respondent number, which can be used to help locate specific representations. This number is shown in brackets next to the respondent's name. Each representation also has its own unique reference number, which can be found at the top of the representation.

Please note that if you submitted representations on multiple sections of the RLDP and/or supporting documents, your representation(s) may appear in more than one volume.

4848 Object

Document Element: What Will Happen After the Consultation?

Respondent: Ian C Davies [2987]

Summary:

Reading the Overview and Timescale I am prompted to make the following comments.
1. The Adoption of the RLDP is set for September 2027. The Plan cannot therefore represent the period 2021 to 2036.
2. I find it difficult to comprehend that this Plan will be relevant for only 9 years after which the tax payers of The Vale will have to fund another RLDP. This can hardly be called planning.
3. It beggars belief that the RLDP is helping to "decide what developments will and will not be permitted at different locations and highlight areas that we need to protect." What on earth does the current LDP do if it does not decide what developments will and will not be permitted at different locations and highlight areas that we need to protect?

Will those development applications which are currently pending, for one reason or another, now be delayed beyond September 2027?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/sk5

5052 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Shayne Wilford [2132]

Summary:

It is very very difficult for us, to navigate and comment on potentially 1000's pages of information with only 100 words per paragraph. We will persevere but, using this as an example, we are unclear of what we're commenting on. The paragraph above I assume? The process also assumes access and knowledge of computers an online representations. Older and more vulnerable residents will not have the opportunity to comment this way and will likely therefore to be not represented.
We need clarity on what we are commenting on. This is the first comment box and it's already confusing. The Authority needs to reconsider how it presents this information, making it less confusing and accessible to all, including those without access to online portals etc.

Change suggested by respondent:

-

Sound: No

Attachments: None

5074 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Stephen Vaughan [3060]

Summary:

Despite living in close proximity to a development site, I had to hear by word of mouth. This is not acceptable.
I believe they should tell not only all residents in Barry, but all residents in the Vale. Telling only the homes that are adjacent to the field is not good enough.
The other issue I tried to utilise the web site to put my objections across and I found that the information was bloated out with rubbish and too little facts. This was done to put people of reading. We need information backed up with fact not data and bloat.
When responding we are restricted to very few words, so we have no option but to be concise (One rule for one, another for others). The web site is off putting (maybe deliberately so). I did put my objection, but not convinced it worked at all.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szj

5164 Object

Document Element: What Will Happen After the Consultation?

Respondent: Miss Miranda Davis [3131]

Summary:

On the public consultation: - As Rhoose, St. Athan and Dinas Powys are the affected settlements, the documentation should have been made available in their community run libraries. The council officers present at the public consultation meetings were not well enough briefed to answer the questions raised and could therefore only serve as a sounding board for the frustrations expressed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3131 Davis Rhoose (5110)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/syr

5215 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Darryn Cross [2549]

Summary:

No where near enough time to read through all these documents and this process to object has seemingly been made very difficult and confusing for people who want to object.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5224 Object

Document Element: What Will Happen After the Consultation?

Respondent: Miss Rachel Ward [3108]

Summary:

Trying to make a representation is actually quite difficult. There really should be a big button which makes it obvious where you can submit your views. I spent 10 minutes clicking in circles until I realised what to do and I'm pretty proficient with tech.
Additionally, the number of documents and associated index's is quite off putting. It feels like the council are purposefully putting barriers in the way of people wanting to object. I understand the necessity for transparency but there should be a layman's version for normal people to be able to read through in a reasonable timeframe. I estimate it would take a full day to read every word of the associated documents and I know I don't have that sort of time.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/spm

5309 Object

Document Element: What Will Happen After the Consultation?

Respondent: Professor Andrew Vincent [920]

Summary:

First, the overall online presentation of the RLDP is utterly chaotic, confusing and way overlong. There is NO clear organization of the material and there are multiple cross-cutting documents making it painful to navigate. Documentary material for the KS1 site, for example, appears in multiple locations, needing the reader to consult other areas of the byzantine site to give meaningful responses. It looks overall like a mass dump of documents, with no regard for readership. Second, it takes NO regard whatever for digital poverty, it is thus discriminatory and offends basic principles of natural justice and fairness.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5543 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Mary Vincent [2657]

Summary:

I learned that decisions about site use occurred before residents were informed. The Weycock Cross development was first mentioned in July 2025, during a poorly conducted consultation. Later, a vote on the NW Barry site was held, with objections dismissed quickly. A formal consultation on the RDLP involved online responses referencing complex, confusing documents, which was unfair and inaccessible for many residents. The process relied on questionable data, lacked transparency, and was not a genuine democratic consultation.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5550 Object

Document Element: What Will Happen After the Consultation?

Respondent: Professor Andrew Vincent [920]

Summary:

The initial consultation on higher-level strategy was limited, with most NW Barry residents unaware of developments. Objections were largely ignored, and a "Preferred Strategy" was endorsed without available site-specific technical assessments. Residents were told to wait for details, but no targeted community engagement or co-design sessions occurred. The February 2026 in-person consultation was dismissive, with no recording of comments or responses, merely directing residents online. Overall, planning actions appeared reactive, with little meaningful engagement or consideration of community input.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5630 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Katie West [3321]

Summary:

Unnecessary

Change suggested by respondent:

-

Sound: No

Attachments: None

5696 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Mary Vincent [2657]

Summary:

'The local community are involved in the development of proposals... Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality. These engagement sessions are considered to assist in fulfilling this Charter'
My experience of these 'engagements' does not match the stated aims. I felt far from 'equal', more an irritation in the way of the council's justification of its intentions. The sheer difficulty of navigating this labyrinthine 'consultation' has felt like abuse. No council should treat its residents this way.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5758 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Phillip Davies [3354]

Summary:

5) Website very hard to access 6) No Welsh language option for Welsh speakers

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t5h

5773 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Sarah Jane Davies [3362]

Summary:

4) Website- very hard to access no Welsh language options for Welsh speakers

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t6t

5877 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I object to the RLDP consultation process, citing structural weaknesses, omissions, and procedural gaps that undermine its legitimacy. The consultation was poorly designed, difficult to access, and overly complex, limiting meaningful participation. It focused only on high-level strategy without detailed site assessments or engagement with affected landowners and communities, especially in Barry. Public objections were not meaningfully incorporated, and technical information was unavailable early on. The process was reactive, not inclusive, with limited opportunities for community input, particularly in Barry, and relied solely on written submissions.

Change suggested by respondent:

NA

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h7

5923 Object

Document Element: What Will Happen After the Consultation?

Respondent: Emma Reed [2653]

Summary:

Only the Council run libraries received copies of the deposit plan documents and not the community libraries where most of the allocated development sites are - ie Rhoose Dinas Powys and St Athan.
Only one short session to discuss with officers the plans was held and the plan for Rhoose was wrong misleading the public into the likely way the development would proceed.
A further session with officers was asked for but was refused.
The Plan is overcomplicated and not all sections in the plan can be commented on with word restrictions on each Policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t97

5944 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Ross Cleland [3430]

Summary:

Key Documents Unavailable in Welsh Online

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3430 R Cleland Barry (5936)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t9z

5978 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Debra Cleland [2639]

Summary:

Some of the important documents on the website are only in English.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tvj

6106 Object

Document Element: What Will Happen After the Consultation?

Respondent: Miss Julia Thompson [2631]

Summary:

The sheer volume and inaccessibility of information held on the web pages in relation to this "consultation" makes the consultation period unsuitable and does not allow residents time for review let alone be able to provide a robust case for consideration.

Change suggested by respondent:

Either a further consultation or extended consultation period to allow for thorough review of all documents.

Sound: No

Attachments: None

6286 Object

Document Element: What Will Happen After the Consultation?

Respondent: Ms Lynne Squires [3520]

Summary:

In my view, the RLDP is not fully justified or effective in its current form with respect to plan-making and the evidence base. Key gaps include accessibility and transparency of evidence, consideration of resident and stakeholder feedback, and robust monitoring and review arrangements.
Without clear and accessible evidence, demonstrated consideration of local feedback, and robust monitoring and review mechanisms, residents cannot be confident that the Plan will be fair, effective, or responsive to changing circumstances.

Clarity, Transparency, and Accessibility of Evidence
The RLDP is not always clear and is not easy to access.
Technical reports, data, and assumptions are often difficult to find or understand, making it hard for residents to see why particular sites or policies were chosen.
The Council should provide accessible summaries and clear explanations so that everyone can understand and comment on the evidence.

Local Consultation and Consideration of Resident Feedback
I am concerned that residents' views may not have been fully taken into account in shaping the Plan.
It is unclear how consultation responses have influenced allocation decisions or policy wording.
I seek assurance that feedback from local people and community groups has genuinely informed the Plan, and that future consultations will be inclusive and clearly reported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/twp
Representation Form Annex - Redacted - https://valeofglamorgan.oc2.uk/a/twq

6321 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Ioseff Davies [3528]

Summary:

The digital approach adopted in this consultation is likely to have excluded many people in the local community from participating and responding, thus providing an inadequate consultation. Indeed, completion of pdf forms and subsequently hunting down the correct e-mail address to return the form was a laborious process. I was unable to access the online form method.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tht

6363 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Steve Thorne [697]

Summary:

I am also aware that the consultation period is not in accordance with regulations regarding “due consideration”, and is based on the timing of forthcoming Senedd elections in May. It has become more of a political issue as opposed to that of logic and common sense.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tj3

6501 Object

Document Element: What Will Happen After the Consultation?

Respondent: Vicky Jewell [3610]

Summary:

1. The consultation form and accompanying literature/reports is excessively lengthy, making it difficult for many individuals, especially those with health challenges and older adults, to engage effectively. This renders the consultation process inequitable.
2. While I agree that personal details of those commenting should be shared with relevant Council members, these should not be made public, I question the legality of this. The current policy discourages participation due to fears of backlash, undermining fairness.
3. Neither I nor several other residents were informed about the public consultation event at Barry Memo Arts Centre on Monday, 2nd February, which is unfair.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyz

6507 Object

Document Element: What Will Happen After the Consultation?

Respondent: Vale of Glamorgan Council Conservative Group [3614]

Agent: Councillor George Carroll

Summary:

Our Group has been approached by residents from across the Vale of Glamorgan expressing deep concerns regarding the consultation process. Many have found the consultation portal difficult to navigate, and relevant information hard to locate. Given the time required to read all the relevant documents prior to crafting a response, residents do not feel the six-week consultation process is sufficient. As a Group, we agree. For this reason, at Full Council on Monday, I requested extension to the consultation period. It is regrettable this was not granted.
As such, it is the view of our Group that the consultation is flawed. We therefore believe that it must be carried out again.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tps

6512 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Mary Vincent [2657]

Summary:

I have found the fractured and piecemeal format of the online RLDP to be confused and confusing. It has necessitated endless repetition, and I was constantly forgetting where I was and what I had already said. In consequence, I am writing here an overall narrative to pull it all together.

My objections begin with a critique of the lack of transparency, accessibility and ease of engagement within the consultation process. The difficulty in navigating the scattered information restricts many residents' ability to engage meaningfully. Such a barrier is against the stipulations of Planning Policy Wales for enabling inclusive consultation. The too-narrow time frame for such a mammoth undertaking has also proved an additional unacceptable barrier.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2657 Vincent Barry_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tp8

6514 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

The volume of material is prohibitively large.
The site provides no summaries, no filtering, and no guidance on which documents matter most.
The time required to read everything is incompatible with the consultation deadline.
This raises legitimate concerns about accessibility, fairness, and procedural transparency.
The consultation is extremely poorly constructed, making it difficult for any user, particularly those less digitally experienced, to find where and how to provide feedback.
Several of the key supporting documents (flood assessment, candidate site assessment, etc) are only available in English.
Feedback is typically limited to 100 words.
Unclear whether the online comment boxes are meant to be taken in addition to, or instead of, the single downloadable feedback form.
An AI assessment shows that the site is functional but not especially user centred. It presents information in a very linear, text-heavy, and document-driven way, which makes it technically complete but practically difficult for residents to navigate and meaningfully engage with.
Planning consultations are legally required to be accessible. This specific, quantifiable overview provides clear evidence that the consultation process as it is currently being facilitated fails at this first requirement as it is totally unrealistic to expect the public to have any meaningful opportunity to read and review the supporting documentation in the time available that is critical to the entire consultation process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3p5

6518 Object

Document Element: What Will Happen After the Consultation?

Respondent: Professor Andrew Vincent [920]

Summary:

I am concerned about the Vale of Glamorgan RLDP and Weycock Cross NW Barry site, particularly regarding how the RLDP has been presented and the limited time for public consultation. Vale Planning claims the six-week period is statutory, but the real issue is the poorly organised, overwhelming amount of technical information, which is difficult for residents to understand. The website's lack of clear guidance and inaccessible documents, especially for those with limited digital skills, undermines democratic participation. An AI analysis suggests reading the entire RLDP would take over 27 weeks, highlighting the impracticality of meaningful review within the consultation period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tpg

6536 Object

Document Element: What Will Happen After the Consultation?

Respondent: MS Andrew R T Davies [1324]

Summary:

I express deep concern that the public have been unable to easily access material owing to the ways it has been published. The average person has not been able to adequately consider all of the information within the consultation period. As such the public need more time to produce their consultation responses and at the very least, the consultation period must be extended.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yf

6551 Object

Document Element: What Will Happen After the Consultation?

Respondent: Daisy Williams [3632]

Summary:

The consultation process for this proposed development raises serious concerns regarding accessibility and fairness. The objection form provided for public responses is difficult to access and not user-friendly, which creates a barrier for residents wishing to participate in the consultation. Under Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, planning authorities must ensure that consultation procedures are accessible and allow meaningful public participation. Additionally, the principles of public participation set out within Planning Policy Wales require planning authorities to provide clear, transparent, and inclusive consultation opportunities so that all members of the community can engage with the planning process.

Where consultation mechanisms are difficult to locate, inaccessible, or overly complex to use, this restricts the ability of residents to submit representations and undermines the legitimacy of the consultation process. Public consultation must be conducted in a manner that is fair, transparent, and genuinely accessible to the community affected by the proposed development. If residents face barriers when attempting to submit objections or feedback, the consultation cannot be considered fully compliant with the principles of meaningful public engagement required in the planning process.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3rd

6563 Object

Document Element: What Will Happen After the Consultation?

Respondent: Miss Julia Thompson [2631]

Summary:

The sheer volume of documents to understand on the web pages has made it very difficult for average locals to understand fully.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rb

6597 Comment

Document Element: What Will Happen After the Consultation?

Respondent: Mr David Barton [2683]

Summary:

LAs should establish recurring partnerships with key Consultation Bodies, such as Create Streets and The King's Foundation, etc who specialise in getting through to a huge swathe of grassroots members of the public with tried and tested previous experience in Local Plans, such as Lichfield, etc.

Option for people to provide feedback even if out of time for additional documents, such as SPDs or at the discretion of Councils where feedback may be particularly assistive or lead to additional academic and architect guidance. Option for public publishing of feedback should be encouraged with the consultee's consent to encourage wider consultation uptake moving forwards.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/33d

6735 Comment

Document Element: What Will Happen After the Consultation?

Respondent: Ms Sarah Forster [2046]

Summary:

I believe that this stage and future processes must not be rushed and require thorough consideration. Insufficient time has been given for decision makers and the public to review the overwhelming evidence, with concerns raised about the speed of decisions and the volume of information. The consultation period was too short, causing undue pressure on the community, and community engagement has been poor.
Many in the community have said that this a 'done deal' Why, by so many people and so often? and 'don't bother wasting your energy (making representations) it won't make any difference'.
Future evidence gathering and decision making should be genuinely independent, avoiding conflicts of interest, and ensuring proper examination by experienced, independent bodies to ensure soundness and statutory compliance.

Change suggested by respondent:

Has it not been possible / deemed appropriate to extend the statutory 6 week consultation period? Would it not be appropriate to repeat it? 6 weeks has been insufficient for this consultation

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/36p

6764 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Mary Vincent [2657]

Summary:

Others within our group, with far better digital skills than I have tell me that the data they offer is flawed and often self-contradictory. And it is here, that the real nub of our complaints becomes apparent. The quantity, complexity, inaccessibility and sheer chaotic organisation of the online consultation process makes it well-nigh impossible for the average resident to navigate and respond to. We struggle to ‘read’ or understand the thousands of pages of graphs and text. It is dispiriting and the cause of significant distress. In truth it is an information dump rather than a consultation. This makes a mockery of democracy and fairness.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/37p

6887 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs Kay Shaw [2243]

Summary:

1) Why have the Vale Council made the form online so hard to navigate and fill in out objections to the proposed build up in Eastbrook. I believe it was deliberate so that many people give up
4) I believe that the independent examination will be carried out by PEDW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cr

6947 Comment

Document Element: What Will Happen After the Consultation?

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members advised that they welcomed further opportunity for consultation, particularly in relation to developments in the neighbouring Cardiff Bay area whilst acknowledging that this is not necessarily an RLDP concern.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7027 Object

Document Element: What Will Happen After the Consultation?

Respondent: Mrs susan edwards [3222]

Summary:

I have had great difficulty in downloading the forms from your website which is extremely complicated and not user friendly.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/tv3

7217 Object

Document Element: What Will Happen After the Consultation?

Respondent: Professor Andrew Vincent [920]

Summary:

Vale Planning in fact have a public duty of care for local residents, namely, to minimally help and facilitate public understandings of the issues. Sadly they entirely failed in this basic responsibility. Intentionally or not Vale Planning quite literally dumped thousands of pages of overly technical documents on the website with little or no regard, guidance or clear pathways for ordinary readers, which is an unforgivable administrative lapse. This makes the whole consultation process largely inaccessible to ordinary folk and those who have limited digital skills or limited time due to responsibilities. In point, for those with limited digital skills, the online RLDP offends against basic principles of natural justice. It is intrinsically discriminatory against those who found it impossible to navigate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5112 Support

Document Element: National Policy and Legislation

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

After considering the key issues and policies in Future Wales, the Welsh Government is of the opinion that the Replacement Deposit Plan is in general conformity with Future Wales: The National Development Framework. Specific comments are set out in the Statement of General Conformity (Annex 1 of this letter).

Annex 1 – General Conformity with Future Wales
• No significant concerns

Annex 1 - Statement of General Conformity
The Welsh Government is of the opinion that the Vale of Glamorgan Council Replacement Local Development Plan (2021-2036) Deposit Plan is in general conformity with the National Development Framework: Future Wales, as set out in paragraphs 2.16 – 2.18 of the Development Plans Manual (Edition 3).

Reasons
Future Wales places emphasis on the development of National Growth Areas in a sustainable manner. Growth areas must be sustainably planned, reduce the need to travel by car, encourage walking and cycling (active travel), maximise public transport usage and incorporate green infrastructure. Growth areas must embed these principles within a wider regional consensus, focussing on the opportunities they bring to promote social and economic benefits across a broader geographical area. The Welsh Government supports sustainable growth in National Growth Areas to respond to the climate change and biodiversity emergencies, making the best use of resources.

Policy 1 and Policy 33 of Future Wales states that Cardiff, Newport, and the Valleys will be the main focus for growth and investment in the region. The strategic diagram (p163) also identifies the Vale of Glamorgan within the National Growth Area. The Vale of Glamorgan RLDP, specifically BP20A, provides robust evidence on the interrelationship and key issues with adjoining authorities, including their interaction and how they have shaped and influenced the scale/location of growth in the RLDP. This is set out in the three Joint Position Statements (JPSs).

BP45 'Regional Assessment of Future Growth and Migration for the Cardiff Capital Region (CCR), May 2024, provides further evidence on how the scale of growth indicated for the region has shaped the scale of future economic growth within the Vale of Glamorgan. This results in a higher level of employment growth in the Vale of Glamorgan primarily to increase self-containment and reduce out-flows to adjoining urban areas. Two key areas for future economic growth are identified at Cardiff Airport/Bro Tathan Enterprise Zone and Aberthaw Power Station.

The result is a Sustainable Transport Orientated Growth spatial strategy focusing on the Cardiff – Bridgend railway line and A48 corridor, with the key settlement for growth at Barry, followed by service centres on public transport corridors.
On balance, the Welsh Government considers the Deposit Plan is in general conformity with key policies in Future Wales namely (not exhaustive):
Policy 1: Where will Wales grow
Policy 2: Shaping Urban Growth and Regeneration – Strategic Placemaking
Policy 6: Town Centre First
Policy 10: International Connectivity – Cardiff Airport
Policy 12 Regional Connectivity
Policy 33: National Growth Area – Cardiff, Newport and the Valleys
Policy 36: South-East Metro

Future Wales brings a new perspective that all LDPs have to embrace on how each LDP sits within the region as a whole and the relationship to other LDPs, in essence, a strategic approach to cross boundary relationships. There is evidence to support that approach in advance of an SDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6587 Object

Document Element: National Policy and Legislation

Respondent: Councillor Stephen Haines [1029]

Summary:

St. Athan has a role within the wider Cardiff Capital Region and the South East National Growth Area. However, the current scale of housing allocation is not sufficiently matched by guaranteed infrastructure, retail provision, or community space protection.
Without modification, the Plan risks:- Car-dependent growth,- Loss of valued open space,- Insufficient local retail provision,- Pressure on community infrastructure.
This representation therefore seeks amendments to ensure that growth in St. Athan and Flemingston is proportionate, infrastructure-led, environmentally responsible, and compliant with Welsh planning policy

Change suggested by respondent:

This representation therefore seeks amendments to ensure that growth in St. Athan and Flemingston is proportionate, infrastructure-led, environmentally responsible, and compliant with Welsh planning policy

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6644 Object

Document Element: National Policy and Legislation

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

As a minor point, please note that the South Central Area Statement is not hyphenated
(para 2.10 and 2.11).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7056 Object

Document Element: National Policy and Legislation

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Based on the Development Plans Manual, when a plan is adopted, there should be at least 10 years of the plan period remaining. Based on the current timetable, an end date of 2038 (with associate increase in housing requirement) would therefore ensure a sound plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7124 Support

Document Element: National Policy and Legislation

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

The broad alignment of the Deposit RLDP with national minerals policy is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb
Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7133 Object

Document Element: National Policy and Legislation

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

Amend in line with the Development Plans Manual such that there are at least 10 years remaining at adoption.

Change suggested by respondent:

Amend plan period.

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3
Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

4655 Object

Document Element: Regional Context

Respondent: Mr Tim Griffiths [2578]

Summary:

I find that councils joining together in large projects where large amounts of taxpayers money is put into projects and not doing due diligence on possible pitfalls leaving them open to large financial penalties. Leaving local taxpayers to pick up the fallout from lack of business acumen

Change suggested by respondent:

Larger project investments need to be overseen by Welsh Assembly as some pitfalls can leave councils to be financially exposed

Sound: No

Attachments: None

5113 Support

Document Element: Regional Context

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

There is a joint position statement on the relationship between Bridgend, Cardiff and the Vale of Glamorgan (BP20A), which considers population growth, migration patterns, housing completions, employment characteristics, demographics, commuting and transport links between the three adjoining authorities. The Welsh Government supports the principle of this work which demonstrates how change in the Vale of Glamorgan relates and complements growth in adjoining local authorities. This approach illustrates a good mechanism for other local authorities to follow.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5686 Support

Document Element: Regional Context

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the inclusion of the Cardiff Capital Region City Deal and the CCR Regional Economic and Industrial Plan within the Regional Context of the RLDP. The reference to CCR's acquisition of the former Aberthaw Power Station site to enable its demolition, remediation and redevelopment as a Green Energy Park highlights the site's regional significance and role in supporting growth in the green economy. This aligns with the Draft Regional Transport Plan, which identifies opportunities to investigate additional rail infrastructure and freight and passenger services at Aberthaw to maximise connectivity between road, rail, air and maritime networks.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6803 Comment

Document Element: Regional Context

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 2.50 - Regional Technical Statement for Aggregates (2020) Second Review:

We support the reference to the RTS (2nd Review), however, as the authority should be aware, WG has commission a further review (RTS3) which is expected to be published at the end of 2026/early 2027.

Note the comment as this will be a material consideration as the plan progresses.

Change suggested by respondent:

WG has commission a further review (RTS3) which is expected to be published at the end of 2026/early 2027. This will be a material consideration as the plan progresses.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6938 Comment

Document Element: Regional Context

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members support the general development strategy but did note the lack of information concerning discussions with adjacent and other nearby Principal Councils in the CJC Region. In view of the forthcoming Strategic Development Plan, encompassing the ten authorities, members felt that some further commentary regarding this is warranted.

There is an evidence paper concerning relations with Cardiff and a Statement of Common Ground with Bridgend. However, there is only a reference in the RLDP text to discussions with other regional Councils and not the paper itself. We would be grateful if you could provide the paper as it does impact on the soundness of this Plan.

It is clear that the approach taken in the Cardiff paper is still that ideally, each Council is self-contained and "consumes its own smoke," which does not show any wider strategic thinking between the ten authorities in preparation for a regional Strategic Development Plan.

Change suggested by respondent:

There is an evidence paper concerning relations with Cardiff and a Statement of Common Ground with Bridgend. However, there is only a reference in the RLDP text to discussions with other regional Councils and not the paper itself. We would be grateful if you could provide the paper as it does impact on the soundness of this Plan.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

4656 Object

Document Element: Local Policy Context

Respondent: Mr Tim Griffiths [2578]

Summary:

If the council considers themselves to be green, Why do they keep moving the goalposts regarding Green Wedge Land? The council recently stated that CO2 emissions in Barry have risen 6%, so why do they insist on cramming more large housing developments in areas of high traffic movement

Change suggested by respondent:

Maybe the planners need to look more at the areas infrastucture to relieve areas of increasing traffic flow eg Dinas Powis bypass and volume of traffic along the length of A4226 Port Rd

Sound: No

Attachments: None

5449 Object

Document Element: Local Policy Context

Respondent: Mr David Entwistle [3264]

Summary:

The plan in no way meets the stated goals of addressing climate and nature emergencies nor makes any attempt it seems to hit the stated goals of a more resilient,greener, active and healthier vale. This section is so vague, it in no way addresses how these goals are intended to be attempted. It feels like the goals have been set by one committee then the ideas have been originated by another having not even read the stated goals.

Change suggested by respondent:

The goals need to be further reaching and in greater depth and clarity along with a clear summarised action plan of how these goals can be achieved. Measurable figures needs to be put to these goals. For example a net increase of x amount of green space by the year 2030 or aim to increase participation in regular outdoor healthy activities by x amount in 2030 from x amount in 2026.

Sound: No

Attachments: None

5688 Support

Document Element: Local Policy Context

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the recognition within the Vale of Glamorgan Corporate Plan 2025–2030 of the Council's commitment to delivering a Replacement Local Development Plan that balances sustainable growth with environmental, social and cultural needs. The specific reference to supporting the development of the Cardiff Capital Region Energy site (formerly Aberthaw Power Station) is strongly supported. The redevelopment of the site as a Green Energy, Innovation and Employment Park aligns with the Corporate Plan's well-being objectives by creating high-quality employment, fostering innovation, enhancing the local environment, and contributing to the Vale of Glamorgan's wider economic and community prosperity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6641 Comment

Document Element: Local Policy Context

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

We welcome that the Vale of Glamorgan Council has declared a 'nature emergency' and in 2021 committed to a target of no net loss of biodiversity in the Vale of Glamorgan. The deposit plan takes this a step further through its vision, objectives and policies in seeking the achievement of net biodiversity benefit. We also welcome the recognition within the deposit plan and supporting documents that additional growth within the Vale has the potential to lead to negative effects on nationally and locally designated biodiversity. We appreciate that the deposit plan's policies seek to mitigate against these potential adverse effects with detailed wording and requirements. However, we consider that the deposit plan would benefit from more specific mention of designated conservation sites especially where these are related to specific allocations and their associated policies. We note this issue was raised within the Integrated Sustainability Assessment (ISA) (see Section 2 below) however we do not see this recommendation properly reflected within the deposit plan itself. We consider this is a gap that should be addressed to ensure clarity within the policy requirements for any future planning applications.

Change suggested by respondent:

We consider that the deposit plan would benefit from more specific mention of designated conservation sites especially where these are related to specific allocations and their associated policies. We note this issue was raised within the Integrated Sustainability Assessment (ISA) (see Section 2 below) however we do not see this recommendation properly reflected within the deposit plan itself. We consider this is a gap that should be addressed to ensure clarity within the policy requirements for any future planning applications.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6650 Object

Document Element: Local Policy Context

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

Paragraph 2.81 – The Vale Nature Recovery Action Plan
We note reference to '6 broad habitat types' including Woodland, Freshwater, Grassland, Coastal, Agriculture and Urban. We suggest this is amended to '6 broad ecosystems' to reflect correct terminology and the State of Natural Resources Report 2025.

Change suggested by respondent:

Paragraph 2.81-amended to '6 broad ecosystems' to reflect correct terminology and the State of Natural Resources Report 2025.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

5450 Object

Document Element: 3 THE VALE OF GLAMORGAN KEY CHARACTERISTICS

Respondent: Mr David Entwistle [3264]

Summary:

Barry is not the most sustainable location for new development. If the council listened to residents it would realise most residents do not find the current infrastructure adequate enough and strongly oppose new development and population growth until infrastructure and facilities can meet the demand of the existing population.

Change suggested by respondent:

Identify the reality that Barry is not currently the most sustainable option for new development until infrastructure in the form of roading, public transport, healthcare and education facilities are upgraded to a level with excess capacity over what is currently required.

Sound: No

Attachments: None

5645 Object

Document Element: 3 THE VALE OF GLAMORGAN KEY CHARACTERISTICS

Respondent: Ms Ann Barnaby [1702]

Summary:

The census of working population should be undated 2011 - 15yrs out of date with significant changes in the Vale with loss of MOD St Athan workforce, and more recently St Athan Power Station, makes this document to be not suitable for evidence base for the LDP in respect of infrastructure and housing need.
The LDP should focus on the Well-being of residents present and potentially new - traffic congestion, space in local schools, doctors etc., and green space/trees should be a significant consideration in this plan!

Change suggested by respondent:

Working population census should be updated and make a significant contribution to the long term plans of the area. More dialogue with the Welsh Government regarding allocation of affordable homes in special areas to enhance well-being and deviation to enable more green space and better planning. In addition more dialogue with WG regarding the St Athan enterprise zone to ensure a more sustainable plan releasing land for retail, small industrial units etc.,

Sound: No

Attachments: None

5691 Support

Document Element: 3 THE VALE OF GLAMORGAN KEY CHARACTERISTICS

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the recognition of the Vale of Glamorgan's progress in reducing carbon emissions, particularly through the closure of Aberthaw Power Station. The proposed redevelopment of the former Aberthaw site as a Green Energy, Innovation and Employment Park presents a significant opportunity to further reduce emissions, support renewable and low-carbon energy generation, and contribute to the Vale's net-zero ambitions. By integrating energy innovation, sustainable design, and green infrastructure, the proposals will help address remaining emissions from buildings, transport, and industry, while enhancing local resilience to climate change and flood risk, in line with the Vale's strategic objectives.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6338 Object

Document Element: 3 THE VALE OF GLAMORGAN KEY CHARACTERISTICS

Respondent: Penllyn Community Council (Clerk) [243]

Summary:

3.11 The lowest tier consists of 54 hamlets and smaller rural settlements of the Vale. These are largely comprised of either a small group of dwellings or more sporadic/ dispersed and loose knit groups of residential properties…

THE DESCRIPTION IN THIS PARAGRAPH IS INCOMPLETE/ INACCURATE IN THAT IT FAILS TO ACKNOWLEDGE THAT MANY OF THESE SETTLEMENTS, ALTHOUGH SMALLER, ARE DISTINCT COMMUNITIES WITH FACILITIES SUCH AS CHURCHES, COMMUNITY HALLS., PUBS AND SCHOOLS EQUIVALENT TO THOSE IN THE MINOR RURAL SETTLEMENTS CATEGORY.
THE POPULATION/SIZE IS OFTEN ARTIFICIALLY REDUCED IN THE REVIEW BY DELIBERATELY DIVIDING ADJACENT SETTLEMENTS WHICH EFFECTIVELY WORK AS ONE COMMUNITY EG CITY AND LLANSANNOR.

Change suggested by respondent:

Amend paragraph 3.11

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/thm

4566 Comment

Document Element: KEY THEMES

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture Design Codes should have its own section comprising the 10th RLDP Key Theme.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4660 Object

Document Element: KEY THEMES

Respondent: Mr Tim Griffiths [2578]

Summary:

In the statements "Building A Prosperous And Green Economy" and "Protecting And Enhancing The Natural Enviroment " I find them hypocritical in the way the plan wants to build on Green Wedge land and countryside near nature conservation areas. eg Land near Weycock Cross (green wedge land) Cosmeston Lakes

Change suggested by respondent:

Keep to what is previously been areas of protection because in my mind Council stands for:
C concrete
O over
U until
N no
C countryside
I is
L left
What a reputation to have

Sound: No

Attachments: None

5299 Comment

Document Element: KEY THEMES

Respondent: Mr Ken Timmins [1489]

Summary:

The key themes are great but the LDP fail to actually offer solutions or address the real issues that people face daily e.g. housing costs, the rising price of fuel and quiet communities being blighted by more and more development. There is lots of fine talk in this plan but no evidence that it will improve the daily life of people living in the Vale. The feeling is that communities are being trampled over by self interested authorities and people feel helpless. My opinion is based on contributions at public meetings regarding this plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5451 Object

Document Element: KEY THEMES

Respondent: Mr David Entwistle [3264]

Summary:

The key themes do not go far enough and lack measurable goals. There is no real accountability to these goals. Instead of stating simply things like "Prioritise climate change adaption and mitigation" they should set a concrete goal that can be held accountable with figures and data.

Change suggested by respondent:

There should be quantifiable goals in these key themes. ie ensure all new housing built in the vale exceeds the goals set for new builds in terms of meeting the Uk future homes standard. Or increasing the number of journeys undertaken by active travel from x percent to x percent.

Sound: No

Attachments: None

6191 Support

Document Element: KEY THEMES

Respondent: Mr David Ambrose [3488]

Summary:

All nine of these Key Themes are vital for our community of Wick.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6767 Support

Document Element: KEY THEMES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the themes of Homes for all, Placemaking and Promoting Active Travel and Sustainable Transport Choices.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6900 Support

Document Element: KEY THEMES

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow supports the themes of Homes for all, Placemaking and Promoting Active Travel and Sustainable Transport Choices.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

4567 Comment

Document Element: VISION (2021 - 2036)

Respondent: Mr David Barton [2683]

Summary:

Integrate Traditional Architecture as the forefront driver for universal success across all aspects.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4661 Object

Document Element: VISION (2021 - 2036)

Respondent: Mr Tim Griffiths [2578]

Summary:

Vision already fails in the 6% increase in CO2 in Barry in their recent survey

Change suggested by respondent:

Net Zero impossible to achieve

Sound: No

Attachments: None

5042 Object

Document Element: VISION (2021 - 2036)

Respondent: Mrs Wendy Hussey [3085]

Summary:

The people of Barry have been let down so many times. Lack of faith that things will improve. Don't waste our money. Protect our green spaces.

Change suggested by respondent:

It is an idealistic plan that the council will never be able to complete.

Sound: No

Attachments: None

5405 Object

Document Element: VISION (2021 - 2036)

Respondent: Emma Reed [2653]

Summary:

Again lots of words but the metro does not cover the areas of Rhoose and St Athan and the plan allocates lots of houses in these areas but no additional transport infrastructure. The development where located will increase the need to travel by car.

Change suggested by respondent:

Remove reference to SW Metro.

Sound: No

Attachments: None

5406 Object

Document Element: VISION (2021 - 2036)

Respondent: Emma Reed [2653]

Summary:

Is the Marina actually happening?

Change suggested by respondent:

Remove reference to Marina

Sound: No

Attachments: None

5452 Object

Document Element: VISION (2021 - 2036)

Respondent: Mr David Entwistle [3264]

Summary:

The vision is too vague. Quantifiable goals with figures need to set and prominent in the wording of the vision statement. At present the statement is weak and gives too much opportunity for future councils to say they have met the vision goals by undertaking simple improvements. For example "the creation of new habitats", by 2036 if one new small wetland area has been created for example that could be interpreted as we met our vision.

Change suggested by respondent:

Quantifiable goals with figures need to be included in the headline vision statement that challenge the council to hold itself to high standards and strive to achieve real improvement. For example a net increase in the amount of native habitat in the vale by x acres or x percent.

Sound: No

Attachments: None

5694 Support

Document Element: VISION (2021 - 2036)

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the Vale of Glamorgan RLDP Key Themes, Vision, and Objectives, which set a clear ambition for the region to achieve zero carbon by 2030 and promote exemplar environmental design and performance. The redevelopment of the former Aberthaw Power Station as the Cardiff Capital Region Aberthaw Green Energy Park aligns strongly with these objectives, establishing the Vale as a regional hub for renewable and green energy innovation and zero-carbon manufacturing. The proposals will support sustainable economic growth, high-quality employment, and education opportunities, while demonstrating best practice in climate change mitigation, adaptation, and efficient resource use across the Vale

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5882 Comment

Document Element: VISION (2021 - 2036)

Respondent: HBF (Mr Mark Harris) [538]

Summary:

HBF considers the vision is far too wordy to be clear or measurable.

The vision mentions a Marina; should this be removed following recent funding decisions?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6178 Comment

Document Element: VISION (2021 - 2036)

Respondent: Professor Andrew Vincent [920]

Summary:

There is sadly nothing sustainable, vibrant or inclusive in the RLDP. It is a confusing dystopian vision. The RLDP is an immensely clumsy, badly-designed, overlong and ill-organized entity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6891 Support

Document Element: VISION (2021 - 2036)

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

The vision for the Deposit RLDP maintains that, by 2036, VoGC will provide housing growth which responds to the authority's growing population and caters for all. This should be shaped through successful placemaking, delivering diverse communities and ensuring that the Vale is a healthy and inclusive place for everyone.

VoGC identifies key themes and strategic objectives to deliver the vision of the Deposit RLDP. This includes "ensuring that all new residential developments provide high quality housing that includes the right mix, tenure and type of homes that respond to the changing needs of the Vale's population", to address the accommodation needs of all the Vale's communities (Objective 3 - Homes for All). Objective 4 – Placemaking also seeks for new development to be appropriately located, contribute towards creating active, safe and accessible places, and protect and enhance the character of existing communities.

The provision of a mix of new homes is also crucial in fostering diverse, vibrant and connected communities in line with Objective 7. Consequently, physical, economic and social regeneration are facilitated, reflecting the needs and aspirations of local communities. Vital and vibrant rural communities are also provided through the delivery of growth in sustainable locations and supporting infrastructure.

Catesby broadly SUPPORTS the vision and strategic objectives of the Deposit RLDP to deliver a mix of high-quality new housing which responds to the authority's growing population, caters for all, and has placemaking at its heart. This new housing should be facilitated across the Vale in a variety of sustainable locations to best serve as many communities as possible.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

6930 Comment

Document Element: VISION (2021 - 2036)

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

In general, Barratt Redrow support the RLDP Vision, however highlight that whilst Barry and other Sustainable Service Centres are identified as playing a vital role in delivering the strategy, the importance of the ability for Primary Settlements, such as Wenvoe, to deliver sustainable and high-quality residential development also needs to be suitably recognised.

Change suggested by respondent:

The ability for Primary Settlements, such as Wenvoe, to deliver sustainable and high-quality residential development also needs to be suitably recognised in the Vision.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6931 Comment

Document Element: VISION (2021 - 2036)

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In general, Persimmon support the RLDP Vision, however highlight that whilst Barry and other Sustainable Service Centres are identified as playing a vital role in delivering the strategy, the importance of the ability for Primary Settlements to deliver sustainable and high-quality residential development also needs to be suitably recognised.

Change suggested by respondent:

The ability for Primary Settlements to deliver sustainable and high-quality residential development also needs to be suitably recognised in the Vision.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

4568 Comment

Document Element: STRATEGIC OBJECTIVES

Respondent: Mr David Barton [2683]

Summary:

Academic studies prove the merits of Traditional Architecture which now has to be formally recognised as such.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4576 Comment

Document Element: STRATEGIC OBJECTIVES

Respondent: Mr David Barton [2683]

Summary:

Fine in theory but TA needs to be at the hear of this objective.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4697 Comment

Document Element: STRATEGIC OBJECTIVES

Respondent: Heneb (Ms Judith Doyle, Stewardship Officer) [687]

Summary:

I appreciate the opportunity to advise on the Welsh Unitary Authorities' planning documents concerning archaeology and the historic environment. These elements are vital to regional heritage, and the policies ensure their sustainable management, protection, and understanding within planning processes. The plan addresses designated and non-designated assets, including over 14,000 sites recorded by Heneb, and highlights the importance of managing change, considering long-term impacts, and integrating heritage into wider policy themes such as climate change and community wellbeing. We support developing supplementary guidance and remain committed to ongoing collaboration.

Change suggested by respondent:

References to the Glamorgan Gwent Archaeological Trust should now read Heneb: The Trust for Welsh Archaeology, Glamorgan Gwent Archaeology, or Heneb GGA.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3gd

5041 Object

Document Element: STRATEGIC OBJECTIVES

Respondent: Mrs Wendy Hussey [3085]

Summary:

Protection of the environment. How is this going to be possible if you keep building houses on green field sites.
Travel. There is a lack of public transport. Particularly buses. How can those without cars access banks, post offices etc,

Change suggested by respondent:

It needs to address core problems. Lack of schools, not enough doctors or dentists to support a growing population.
Traffic, an ever growing problem.

Sound: No

Attachments: None

5407 Object

Document Element: STRATEGIC OBJECTIVES

Respondent: Emma Reed [2653]

Summary:

Objective 4 - the council has said on many occasions it has no influence on health transport etc.

Change suggested by respondent:

Objective 4 is meaningless

Sound: No

Attachments: None

5453 Object

Document Element: STRATEGIC OBJECTIVES

Respondent: Mr David Entwistle [3264]

Summary:

The main objectives are good but still too weak and lack figures and focus. They need to have quantifiable goals.

Change suggested by respondent:

Set stronger and measurable objectives. For example "Reduce reliance on private car usage for work commutes from x percent to x percent" or "Ensure developments reduce the dependency on private car usage by integrating them into existing bus networks and siting them within a 15 minute journey of a supermarket".

Sound: No

Attachments: None

5695 Support

Document Element: STRATEGIC OBJECTIVES

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy strongly supports Objective 9 of the RLDP to build a prosperous and green economy. The redevelopment of the former Aberthaw Power Station as the Cardiff Capital Region Aberthaw Green Energy Park will deliver high-quality and skilled employment, training, and education opportunities, reinforcing the Vale of Glamorgan as a hub for renewable and low-carbon technologies. The proposals also support wider economic diversification by creating opportunities for business premises and employment within rural settlements and facilitating the growth of rural enterprises. This aligns with the RLDP's objectives to foster sustainable economic growth, innovation, and inclusive prosperity across the Vale

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5846 Object

Document Element: STRATEGIC OBJECTIVES

Respondent: Mr Jeff Smith [3399]

Summary:

The concept of "zero carbon" in the given time-frame (2030) is not possible and by default it sets up all other premise to failure..
At no point has this addressed the need for accessible green space, increased and sustainable infrastructure and only then additional housing..

Change suggested by respondent:

An outline of core infrastructure development -Sewage, water treatment, sub station capacity, generation capacity (solar on existing roofs + new builds - not on farmland) , tidal / nuclear at Aberthaw, etc to enable the existing infrastructure to meet the planned needs *before* embarking on new housing - My hometown was on of the "1960's new towns" the current set of housing being built there in the 2020's is only now using up the last of the reserved land - all roads, services and sewage capacity has been in place for decades - "active travel" was part of the plan from day 1.

This key infrastructure is missing from the vale and area planning - e.g. St Athan railway station is on the plan but has been in 'consultation' for decades - by building housing on the existing station halt it will require a track regrading and add several million to the cost -- Only once this is built should any additional housing that relies on it be built. The same applies for the current sewage spills after heavy rain - fix this before adding to the problems..

Sound: No

Attachments: None

6228 Object

Document Element: STRATEGIC OBJECTIVES

Respondent: Associated British Ports (Mr Will Ryan, Land & Planning Manager) [2477]

Summary:

The text within Objective 9 should be amended to include reference to the Port of Barry

Change suggested by respondent:

The text in Objective 9 should be amended to include reference to the Port of Barry as set out below:

Promote Cardiff Airport and Bro Tathan Enterprise Zone, the Port of Barry and the former Aberthaw power station site, as important employment areas, enabling delivery of high-quality and skilled jobs, training, and education opportunities. Support diversification of the rural economy, enabling opportunities to provide employment and business premises within rural settlements and facilitate the growth in rural enterprises.

Sound: Yes

Attachments: None

6618 Comment

Document Element: STRATEGIC OBJECTIVES

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

1. Mitigating and adapting to climate change - There are substantial carbon cost savings associated with building new homes and refurbishing existing homes to the SBD standard i.e. less replacement of poor-quality doors, windows and stolen property from within the home as a result of criminal acts.
2. Improving mental and physical health and well-being - Poorly designed and specified public realm and communal areas have the potential to generate crime, the fear of crime and anti-social behaviour.
3. Homes for all - South Wales Police would ask that all new developments are designed and built to Secured by Design standards this includes roads, paths, lighting, defensible space and house types/ standards. We would ask that at the pre planning advice is sought from the Designing Out Crime Officer to advise on crime prevention through environmental design. Secured by Design can assist with ensuring that the built environment in all its forms is designed to reduce the opportunity of VAWG.
5. Protecting and enhancing the natural environment - South Wales Police would ask that Designing Out Crime Officers are consulted to work in partnership with the Vale of Glamorgan Council to reduce the carbon emissions through building to Secured by Design Standards.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6768 Support

Document Element: STRATEGIC OBJECTIVES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the principle of Objective 3 - Homes for All, in particular the provision of high quality housing which includes the right mix, tenure and type. Persimmon supports the notion of providing residential development in places which people want to live.

They also support Objective 4 - Placemaking and Objective 8 - Promoting Active and Sustainable Travel Choices.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6892 Support

Document Element: STRATEGIC OBJECTIVES

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

The vision for the Deposit RLDP maintains that, by 2036, VoGC will provide housing growth which responds to the authority's growing population and caters for all. This should be shaped through successful placemaking, delivering diverse communities and ensuring that the Vale is a healthy and inclusive place for everyone.

VoGC identifies key themes and strategic objectives to deliver the vision of the Deposit RLDP. This includes "ensuring that all new residential developments provide high quality housing that includes the right mix, tenure and type of homes that respond to the changing needs of the Vale's population", to address the accommodation needs of all the Vale's communities (Objective 3 - Homes for All). Objective 4 – Placemaking also seeks for new development to be appropriately located, contribute towards creating active, safe and accessible places, and protect and enhance the character of existing communities.

The provision of a mix of new homes is also crucial in fostering diverse, vibrant and connected communities in line with Objective 7. Consequently, physical, economic and social regeneration are facilitated, reflecting the needs and aspirations of local communities. Vital and vibrant rural communities are also provided through the delivery of growth in sustainable locations and supporting infrastructure.

Catesby broadly SUPPORTS the vision and strategic objectives of the Deposit RLDP to deliver a mix of high-quality new housing which responds to the authority's growing population, caters for all, and has placemaking at its heart. This new housing should be facilitated across the Vale in a variety of sustainable locations to best serve as many communities as possible.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

6901 Support

Document Element: STRATEGIC OBJECTIVES

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow supports the principle of Objective 3 - Homes for All, in particular the provision of high quality housing which includes the right mix, tenure and type. Barratt Redrow supports the notion of providing residential development in places which people want to live.

They also support Objective 4 - Placemaking and Objective 8 - Promoting Active and Sustainable Travel Choices.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

5408 Object

Document Element: Delivering a sustainable

Respondent: Emma Reed [2653]

Summary:

There needs to be an SDP in place to ensure that the Vale does not over provide for housing creating increased need to travel by unsustainable means.

Change suggested by respondent:

SDP needs to be prepared before this RLDP is approved. The Plan is being prepared in a vacuum

Sound: No

Attachments: None

6834 Comment

Document Element: Delivering a sustainable

Respondent: National Grid Electricity Transmission (Planning Enquiries) [582]

Summary:

National Grid Electricity Transmission (NGET) is modernizing the UK's energy network to support the transition to renewable energy. This requires significant infrastructure upgrades to connect offshore wind and international subsea links, specifically increasing capacity between the North, Midlands, and South through the Great Grid Upgrade.

To support these goals, the Council's planning strategy should focus on the following:

•Safeguard all existing NGET transmission assets, including overhead lines, underground cables and substations.

• Support future reinforcement and expansion, including works required for the Great Grid Upgrade and other strategic national infrastructure projects.

• Ensure development proposals located near transmission assets demonstrate that they will not compromise safety, operability, maintenance access, asset replacement, or future network expansion.

• Safeguard existing and potential access routes required for the delivery and removal of Abnormal Indivisible Loads (AILs) associated with the construction, replacement and maintenance of transmission-scale equipment, including large transformers at strategic substations.

• Resist development or highway alterations that would prejudice, constrain or render impracticable AIL access, unless suitable mitigation or alternative agreed routes can be secured.

• Encourage early engagement with NGET to identify and resolve any potential impacts at the earliest possible stage of the planning process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3hb

6896 Support

Document Element: Delivering a sustainable

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

Catesby argues that the proposed housing figures remain insufficient. They contend that the growth level is too low when measured against the aspirations of Future Wales and the most recent population and household projections. Catesby suggests that a more robust and ambitious growth strategy is necessary to meet the actual housing needs of the Vale, advocating for an upward revision of the total requirement.

Noting Llandow's accessible location and proximity to existing and emerging strategic employment opportunities, Catesby broadly SUPPORTS the Sustainable Growth Strategy insofar as seeking to achieve the housing requirement through a range of housing opportunities. This includes the co-locating of housing and employment growth, with a focus on established business parks and industrial estates.

Change suggested by respondent:

Catesby suggest that the level of growth is too low, taking into account the aspirations of Future Wales for the area and the latest population and household projections, which suggest a higher level of need is required for the Vale.

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

5409 Object

Document Element: Aligning locations for new

Respondent: Emma Reed [2653]

Summary:

The plan has not done this and is actually creating the need to travel more by allocating housing land in settlements such as Rhoose which only have one bus service 304 (NOTE 905 is not a proper service as it only does to teh airport from the train) and one train an hour generally with just two carriages.

Change suggested by respondent:

Bus services every 20 minutes in Rhoose and trains every 30 minutes. A comprehensive school for Rhoose.

Sound: No

Attachments: None

5668 Comment

Document Element: Aligning locations for new

Respondent: Councillor Samantha Campbell [1002]

Summary:

This has not been adhered to within this plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6769 Support

Document Element: Aligning locations for new

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the Vale's objective to locate new major development in areas of the region best served by existing infrastructure and supporting services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6902 Support

Document Element: Aligning locations for new

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow supports the Vale's objective to locate new major development in areas of the region best served by existing infrastructure and supporting services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

5045 Object

Document Element: Focusing development at

Respondent: Mrs Wendy Hussey [3085]

Summary:

Have a cohesive transport plan. The town needs it. We are living at present where there are more people living here but less and less transport provision for local residents.

Change suggested by respondent:

Make it a simple but clear document.

Sound: No

Attachments: None

5410 Object

Document Element: Focusing development at

Respondent: Emma Reed [2653]

Summary:

Rhoose isnt mentioned here and yet it is taking some 10 percent of growth. St Athan has no certainty of a train station. It is not part of the metro.

Change suggested by respondent:

Delete Readers ways allocation as its not sustainable and no more development should occur here until infrastructure is improved.

Sound: No

Attachments: None

5699 Support

Document Element: Focusing development at

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the RLDP's emphasis on focusing development in locations well served by existing and proposed rail infrastructure, including the South Wales Metro. The redevelopment of the former Aberthaw Power Station as the Cardiff Capital Region Aberthaw Green Energy Park aligns with these objectives, supporting trip generation that can underpin a new rail station at St Athan. The proposals complement wider regional transport initiatives, including opportunities for additional freight and passenger services at Aberthaw / St Athan, promoting sustainable transport, reducing car dependency, and supporting the Vale of Glamorgan's ambitions for low-carbon, accessible, and well-connected communities.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6770 Support

Document Element: Focusing development at

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

The Deposit RLDP explains that whilst reducing the need to travel is a key policy objective, it is recognised that there are journeys that will need to be made by other modes of transport, particularly due to the strong relationship with Cardiff as a designation for employment, retail and entertainment. As such the proposed growth strategy seeks to locate development in places that are inherently well served by sustainable transport in line with the Vale of Glamorgan's transport hierarchy.

Persimmon supports these principles and recognises the importance of prioritising development in sustainable locations across the regions, particular those well connected to Cardiff city centre. Paragraph 5.18 of the Deposit Plan states that "Targeting new development to the settlements that are served by the rail network is a key part of the strategy, as it will facilitate journeys being made by means other than the car". Persimmon wholly agree with this approach on the basis that this would enable the RLDP to achieve a more sustainable pattern of development and in doing so support growth over the emerging plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6903 Support

Document Element: Focusing development at

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

The Deposit RLDP explains that whilst reducing the need to travel is a key policy objective, it is recognised that there are journeys that will need to be made by other modes of transport, particularly due to the strong relationship with Cardiff as a designation for employment, retail and entertainment. As such the proposed growth strategy seeks to locate development in places that are inherently well served by sustainable transport in line with the Vale of Glamorgan's transport hierarchy.

Barratt Redrow supports these principles and recognises the importance of prioritising development in sustainable locations across the regions, particular those well connected to Cardiff city centre. Paragraph 5.18 of the Deposit Plan states that "Targeting new development to the settlements that are served by the rail network is a key part of the strategy, as it will facilitate journeys being made by means other than the car". Barratt Redrow wholly agree with this approach on the basis that this would enable the RLDP to achieve a more sustainable pattern of development and in doing so support growth over the emerging plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

4476 Support

Document Element: Allowing for small scale

Respondent: Mr Rob G Thomas [683]

Summary:

This should be supported and supplied as there is a clear need for local indigenous youngsters futures or inevitable migration from these minor rural settlements will continue a pace

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4572 Comment

Document Element: Allowing for small scale

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture will afford the LA the ability to do many things conceived impossible previously through creating a proper settlement for everyone.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4664 Support

Document Element: Allowing for small scale

Respondent: Mr Tim Griffiths [2578]

Summary:

Support

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5046 Object

Document Element: Allowing for small scale

Respondent: Mrs Wendy Hussey [3085]

Summary:

What does small scale comprise of. Will there be extra schools to cope with these challenges. Are there going to be more dentists and doctors to cope with challenges.

Change suggested by respondent:

Start from the bottom up. Solve the problems that we already have before adding to them.

Sound: No

Attachments: None

4573 Support

Document Element: Supporting the role of

Respondent: Mr David Barton [2683]

Summary:

Excellent but integrate Traditional Architecture longer term to blend this setting in to the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4665 Support

Document Element: Supporting the role of

Respondent: Mr Tim Griffiths [2578]

Summary:

Support

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5047 Object

Document Element: Supporting the role of

Respondent: Mrs Wendy Hussey [3085]

Summary:

Why is model farm being targeted again. It has been a part of Barry and much loved. It has tenanted by the same family for very many years. A piece of Barry's history that should be protected. Not destroyed

Change suggested by respondent:

Please rethink the destruction that will be caused to our environment if we keep letting housing developers buying of green field sites keep them for years. They can afford to wait and keep submitting planning applications. These companies don't consider green fields as anything precious.

Sound: No

Attachments: None

5466 Support

Document Element: Supporting the role of

Respondent: Mr David Entwistle [3264]

Summary:

Cardiff Airport is under utilised. The council needs to support increased services from Cardiff Airport. Public transport links to the airport are inadequate at present. While I support the idea of an enterprise zone and business developments at St Athan for example are positive I fear without major improvements in roading and transport links development of new enterprise areas will be in vain. Road links from the Vale to the M4 need to be considerably improved in order to attract major industry and business to the area first. This should be prioritised before the enterprise zones are developed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6187 Comment

Document Element: Supporting the role of

Respondent: Professor Andrew Vincent [920]

Summary:

The development of Cardiff airport is reasonable for the local economy. But Planning seems to be systemically blind. They are clearly not engaged in joined-up thinking. If the laudable aim is to develop Cardiff Airport and there is a major artery road connecting the airport to Cardiff and the M4, that is Port Road, going immediately past the KS1 site, would be it rational behavior to introduce another 700+ cars (from the KS1 site) disgorging immediately at the "pinch-point" of the Weycock Cross roundabout? Do the planners really imagine this will help future airport development?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6447 Comment

Document Element: Supporting the role of

Respondent: Mr Neil Jenkins [2729]

Summary:

Increased Use of Cardiff Airport – Environmental and Transport Impacts
The RLDP's support for increased activity at Cardiff Airport further undermines its environmental and sustainability claims. The plan fails to acknowledge the significant negative impacts that increased aviation activity will have on nearby communities, including St Athan, Flemingston and Eglwys Brewys. More flights and airport-related traffic will increase noise pollution, carbon emissions, and congestion on the A4226, B4265 and surrounding rural roads. The RLDP offers no credible mitigation strategy for these impacts.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3h4

4574 Support

Document Element: Allowing for regeneration

Respondent: Mr David Barton [2683]

Summary:

Support on the condition that Traditional Architecture is duly supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5048 Support

Document Element: Allowing for regeneration

Respondent: Mrs Wendy Hussey [3085]

Summary:

How encouraging to read about aberthaw power station. That is something to be proud of. Not a lot else is.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5467 Support

Document Element: Allowing for regeneration

Respondent: Mr David Entwistle [3264]

Summary:

This is a move in a good direction but the council needs to make these areas more attractive to outside businesses and industry. At present the roading network is in poor condition in these areas and results in HGV's travelling along unsuitable, overcrowded and urban routes to access these areas. Transport links between these areas and the M4 need to be considerably improved before repurposing of these sites in order to attract high quality businesses and employers into the area once the sites are ready.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5701 Support

Document Element: Allowing for regeneration

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the RLDP Sustainable Growth Strategy's focus on regeneration of previously developed and under-utilised land, including the former Aberthaw Power Station. Safeguarding the site as a Green Energy Park presents a unique opportunity to deliver renewable and low-carbon energy projects, battery storage, a zero-carbon manufacturing cluster, and a green energy innovation centre. Complemented by a biodiverse ecology park and visitor amenities, the proposals will create highly skilled jobs, support industrial decarbonisation, and contribute significantly to climate change mitigation. The strategy and forthcoming Masterplan provide a strong framework to enable the successful regeneration of this strategically important site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6231 Support

Document Element: Allowing for regeneration

Respondent: Associated British Ports (Mr Will Ryan, Land & Planning Manager) [2477]

Summary:

ABP supports the general approach of this strategy, but advises that amendments should be made to the supporting text.

The Masterplan that was prepared and is referenced within this Deposit RLDP included land that is no longer to be brought forward for development by ABP. As a result, ABP will be preparing a new Masterplan that more accurately reflects the current position and the future aspirations for the Port.

The masterplanning exercise will be subject to a rigorous process and it is likely that the ambitions for the Port will be similar to those identified in the previous Masterplan, including the redevelopment of the Black Rocks Site and the promotion of the Clean Growth Hub. ABP will also continue to commit to investment in the Port facilities.
As delivered on other ABP land holdings across the UK, there is potential at the Port of Barry to create new renewable energy hubs, solar, green hydrogen production and carbon capture and storage (CCS) facilities. The reference to the suitability of green energy generation should be included.

In order to reflect the potential and opportunities at Barry more accurately, ABP proposes that paragraph 5.35 is amended to read as shown below:

5.35 In addition, Associated British Ports (ABP) will be masterplanning the Port which identifies future redevelopment opportunities on land within their ownership. This may include:
• Investment in Port infrastructure.
• Redevelopment of Black Rocks Growth Zone for potential uses such as battery supply chain, advanced manufacturing, rare earth mineral processing, next generation biofuel manufacturing, and other green energy generation and Port-related opportunities.
• The Port Clean Growth Hub focusing on zero carbon operations and manufacturing.

Change suggested by respondent:

Amendments to paragraph 5.35 are requested to update information on the ABP Masterplan

Sound: Not specified

Attachments: None

6804 Support

Document Element: Allowing for regeneration

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 5.35 - Barry Docks - ABP Masterplan:

Support - We note ABP's potential for rare earth processing at the Black Rocks Growth Zone and would support such a proposal.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

4575 Support

Document Element: Strategic Growth Area

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture has to be used to encourage its widespread application here and elsewhere as a means of attracting high quality inwards investment from the private and public sectors alike.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4666 Object

Document Element: Strategic Growth Area

Respondent: Mr Tim Griffiths [2578]

Summary:

Certain areas are already full to bursting and growth is virtually impossible

Change suggested by respondent:

Have Local planners who live in the area so the problems are more understood

Sound: No

Attachments: None

4667 Object

Document Element: Strategic Growth Area

Respondent: Mr Tim Griffiths [2578]

Summary:

Growth can only be achieved sensibly and not half thought through. At the moment it seems too much is being crammed into an area which cannot cope

Change suggested by respondent:

.

Sound: No

Attachments: None

5049 Comment

Document Element: Strategic Growth Area

Respondent: Mrs Wendy Hussey [3085]

Summary:

Sustainable growth covers a lot of ground. Can planners manage to put bus hubs, if they are going to be built in a place that is central to users. Transport links really are shrinking.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6537 Object

Document Element: Strategic Growth Area

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

- Strategic Growth Area: Focuses on settlements with good transport links to reduce car dependency.

You say this but Rhoose to St Athan fail it

- Rhoose: Key site for 339 homes north of the railway and employment development, including land east of Cardiff Airport (16.3 ha) and south of Port Road (44.75 ha).
- St Athan & Llantwit Major: Targeted for residential development, including 235 units near Eglwys Brewis Road and 105 units at St Athan Road., Clive Rd 51, Church Farm 500, west of St Athan 600
-
- Can't be called "good transport" without the railway – more frequent than hourly and with stations at Eglwys Brewis and St Athan. The 304 bus taking over an hour to Cardiff isn't "good". road transport is caught in snarl-ups at Weycock Cross and Culverhouse Cross.
- Single access key sites and others over 100 homes are not deliverable

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/38m

5412 Object

Document Element: Key Diagram

Respondent: Emma Reed [2653]

Summary:

The bus routes for Rhoose need checking - there is only one proper bus an hour as a bus the 905 which travels a mile is hardly a proper bus route. The active travel route is very expensive nad has land ownership problems between rhoose and barry. Can it really be implemented in the plan period?

Change suggested by respondent:

Revisit the transport listed on the diagram for rhoose for transport infrastructure ensuring it is correct and deliverable,

Sound: No

Attachments: None

4405 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr James Osgood [1383]

Summary:

I live in Gileston and object to the Deposit RLDP unless it provides stronger protection for the setting of the GHC and clearer, place-based approach to development affecting Gileston. While I support RE and economic growth in principle, large-scale or energy-related development should be directed to appropriate brownfield sites such as Aberthaw rather than sensitive greenfield land near the coast. Where SD is proposed in this area, the RLDP should safeguard policy support for long-term transport improvements, including the potential for a future rail station or enhanced rail connectivity serving St Athan on the Barry–Llantwit Major line, supporting sustainable travel.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4475 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Lucy Williams O'Connor [2805]

Summary:

The plan will cause a lot of damage to natural wildlife, reduce green land even more and we do not have the infrastructure to support this. Lots of animals use this land and we are losing so much space to houses and families that don't always look after the spaces provided. This town is already so full of houses, there cannot possibly be room for more.

Change suggested by respondent:

To cancel the plan of developing housing. Too much green land is being lost and it is having a detrimental effect on the planet and the world we live in and our community. People are expected to make it to work to provide for families and contribute to the economy, how can we do this when the roads are flooded with traffic. Losing so much green space will also impact wildlife which is another vital factor to the way of human life. How can we keep building houses, surely one day we will run out of room and is it worth getting to that stage?

Sound: No

Attachments: None

4489 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Miss Emily Harris [2816]

Summary:

The population of Rhoose is already too high and does not have the facilities needed to accommodate current residents, let alone the additional residents the plan aims to accommodate. It is impossible to get a doctors appointment, schools are overcrowded and underfunded, public transport is poor and the only road out of the village towards Cardiff and Barry is already too busy in the morning, especially as it is the only road from Rhoose, St Athan, Llantwit and surrounding villages. Traffic will become a nightmare unless NO houses are built. No one in Rhoose supports this.

Change suggested by respondent:

Find somewhere other than both Rhoose and St Athan to build houses. Do not build on farms and existing green spaces and spend the money to support the community, rather than adding increased pressure on the community, local facilities and local residents.

Sound: No

Attachments: None

4517 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Karl Watkins [2830]

Summary:

I am completely in support of new housing. I often wonder how my children will get on the housing ladder and in particular where.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4657 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Tim Griffiths [2578]

Summary:

With the stated need for affordable/social housing in Barry it seems to me that these larger developments are only paying lip service to the stated need, the rest from what I see is a commercial/revenue seeking stream for the council

Change suggested by respondent:

There is less and less suitable land for housing developments in Barry. Too much is being squeezed into an already overdeveloped area

Sound: No

Attachments: None

4662 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Tim Griffiths [2578]

Summary:

Not enough of suitable land for large housing developments and infrastructure not designed to sustain current levels of traffic and increasing. People are travelling by car/van/lorry to employment out of the area because there are no large employers in the Vale now

Change suggested by respondent:

Need to look at infrastructure to cope with present and future traffic levels.

Sound: No

Attachments: None

4668 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Tim Griffiths [2578]

Summary:

Growth has got to be sensible and not prohibitive

Change suggested by respondent:

The plan needs to improve infrastructure

Sound: No

Attachments: None

4669 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Tim Griffiths [2578]

Summary:

The plan does not improve access to medical facilities. There has been no improvement in access to doctors/dentists since the last development plan

Change suggested by respondent:

We need more gps and dentists in the area but cannot see that happening in the near future

Sound: No

Attachments: None

4674 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Tim Griffiths [2578]

Summary:

the amount of suitable land is getting smaller and smaller in Barry. You can only squeeze so much in an already tight area

Change suggested by respondent:

focus on infrastructure all around

Sound: No

Attachments: None

4685 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Colin Simmonds [2797]

Summary:

The area highlighted St Athan has no space for industry growth the proposed developements will put people in to a employment void which has no employment available to them

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4795 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Ms Maxine Levett [698]

Summary:

1. Future Wales – Growth Area Classification
The RLDP appears to assume that the Vale of Glamorgan is a "growth area," but Future Wales does not classify the Vale, especially the western Vale, as part of the Cardiff, Newport and the Valleys National Growth Area.
Key points:
• Future Wales identifies specific National Growth Areas, and the Vale is not within them.
• The document additionally defines countryside communities, covering rural parts of Wales including the western Vale.
• Welsh Government stresses that LDPs must be in general conformity with Future Wales, which makes the spatial designation critical for soundness.
Could you please confirm:
• Where Future Wales designates the Vale (or the western Vale) as a growth area; and
• The evidence used by the RLDP team to justify treating the authority as such.

2. Applicability of Future Wales Policies 4 & 5 to the Western Vale
Given that the western Vale is identified as a rural area, Future Wales Policies 4 and 5 must apply:
• Policy 4: LDPs must identify rural communities, assess their needs, and set out supportive policies.
• Policy 5: LDPs must plan positively to meet the employment needs of rural areas.
Bullet point issues:
• The western Vale is clearly categorised as rural, not as a growth-focused settlement zone.
• St Athan may have distinct airport related status, but this does not reclassify the surrounding rural settlements.
• The RLDP should demonstrate how Policies 4 and 5 are shaping its spatial and economic approach.
Could you outline how the RLDP intends to incorporate Policies 4 and 5 into its strategy?

Change suggested by respondent:

I would welcome clarification on the above matters and would be grateful for the opportunity to discuss how the RLDP can better reflect:
• The correct Future Wales spatial classification;
• The requirements of Policies 4 and 5 for rural areas;
• Local biodiversity assets and LNR opportunities;
• A stronger evidence-based approach consistent with Welsh Government expectations.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sfw

4857 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Emma Reed [2653]

Summary:

No evidence is provided within the Plan to better public transport and other infrastructure with the key settlement of Rhoose. Rhoose also does not have good existing public transport infrastructure compared to other settlements with only 1 train per hour and 1 bus service which is long and tedious. Rhoose has few shops and most shops are accessed in Barry. Most doctors are in Barry or Llantwit Major. Rhoose has no comprehensive school. Rhoose is a town with the facilities of a village and should be treated as such.

Change suggested by respondent:

Rhoose to have better transport and infrastructure both public and road before any further development is considered. Rhoose needs local accessible facilities such as comprehensive schools, doctors etc before any further development. The plan should provide these to ensure it is sound. The evidence does not point to Rhoose being sustainable.

Sound: No

Attachments: None

5043 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Wendy Hussey [3085]

Summary:

Please stop building on green field sites. There are a lot of brown field sites in the vale that can be used. They are more expensive to clear but that shouldn't matter. The health of the vale should be of primary concern. Soon we won't have any nature left.

Change suggested by respondent:

Brown field sites should be the first sites used. Look after the are we live in. Please don't destroy it.

Sound: No

Attachments: None

5050 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Wendy Hussey [3085]

Summary:

What is the problem with the building of council houses. Reading the plan everything sounds wonderful. Will reality live up to its aims.

Change suggested by respondent:

Reading the plan everything sounds wonderful. Will reality live up to its aims.

Sound: No

Attachments: None

5060 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Jon Davies [3109]

Summary:

I object

Change suggested by respondent:

Total re think

Sound: No

Attachments: None

5069 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Anne Sloman [668]

Summary:

This is an objection to further development in Rhoose on the following grounds:

- over development without improvement to infrastructure
- current roads unable to support additional traffic as a result of further development
- loss of green fields to building, solar panels, battery storage units
- additional pressure on already overloaded pumping stations/sewerage infrastructure
- adverse effect on current residents mental health due to over population of the village and loss of green areas
- increase in youth annoyance/antisocial behaviour

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/sz9

5114 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Spatial Strategy - Location of Growth
The Council tested 4 spatial options:
Option 1 – Continuation of the adopted LDP growth strategy
Option 2 – Dispersed Growth
Option 3 – Focused Growth
Option 4 – Sustainable Transport Orientated Growth

The Council has chosen Option 4: Sustainable Transport Orientated Growth for its Deposit Plan. The strategy seeks to locate most of the new growth in those settlements well served by existing/proposed rail infrastructure along the Vale of Glamorgan/Penarth branch lines. This will encourage and maximise the use of sustainable transport modes in the plans designated Strategic Growth Area (SGA). The SGA encompasses most of the Council's largest and more sustainable settlements and the Council considers that focussing development here will reduce the need to travel and will co-locate housing with employment opportunities, services, and community facilities.

With a significant proportion of the Council's brownfield land already developed/committed, there are limited opportunities for brownfield development moving forward.

The existing land bank is stated as 5,140 dwellings (land supply 3,837 + windfall assumptions 1,303), to meet a proposed housing requirement 7,890 (provision 8,660). The authority has allocated 3,520 dwellings on new sites (Policy SP6, Table 2). As a result, the plan has adopted a predominantly greenfield strategy allocating the majority of new development on five key sites (Policy HG1, Sites KS1-5 totalling 2,278 dwellings) well-connected edge of settlement sites, close to existing or proposed rail stations. We note the Council has used TfW data in the site assessment process to assess sites and their proximity to transport nodes. The remaining sites are mainly 'rolled' forward from the adopted LDP. The Welsh Government supports the spatial strategy, which accords with Planning Policy Wales (PPW) and is in general conformity with Future Wales.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5297 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Ken Timmins [1489]

Summary:

There needs to be a Plan for Wales that includes Housing, Jobs, better Public Transport. The plan should also take into account the wellbeing of the people who live there. This should include much more local, detailed examination of communities, their feelings, the mix of land use. The plan below is mainly about building housing. Destroying farm land goes against the feeling of what Wales is. I just feel that this is a plan to satisfy the needs of the UK Government and to make developers richer by building over our legacy to future generations.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5315 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Carol Watts [3231]

Summary:

There is no infrastructure to go with all this housing ie: No Dental provisions
No Doctor availability
No school facilities
Everything is overwhelmed!

Change suggested by respondent:

Set up more infrastructure first, then look it again

Sound: No

Attachments: None

5427 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Susan Evans [712]

Summary:

This indicates that Rhoose, St Athan and Llantwit Major are suitable for additional housing as they are served by existing public transport, however this does not take into account that train services are 1 per hour and have regularly had the promise of increase deferred and those trains at peak times are already overloaded. St Athan does not have a train station. Buses are also 1 per hour in Rhoose, so this can not be considered well served.
Road access is also very overloaded along Port Road, and proposals to mitigate this are based on outdated traffic counts.

Change suggested by respondent:

Remove Rhoose, St Athan and Llantwit Major from the list for housing development.

Sound: No

Attachments: None

5482 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr David Entwistle [3264]

Summary:

The plan in its current form is far from sustainable. The amount of housing proposed will overwhelm the current infrastructure which already cannot cope with the current population. The locations are poorly thought out and do not have adequate access to public transport. The plan does not propose adequate solutions to address the lack of public transport and other infrastructure. Simply saying additional infrastructure to support the sale of growth will be identified is not acceptable. The strategy lacks clarity, depth and is based upon inadequate outdated information.

Change suggested by respondent:

The plan needs to lay out more clearly how infrastructure and public transport links will be improved prior to the proposal of new housing developments. Having read through the data much of the information given is based upon, it seems to be out of date and limited in scope. New data needs to be collected and in much greater depth, especially around issues such as traffic volumes. This would allow better decisions to be made and hopefully highlight issues that residents say is currently a problem but the council seem to be unaware of or ignoring.

Sound: No

Attachments: None

5507 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Barry is seen as an easy town to cram houses in incorrect sites such as the site at North West Barry.
This site does not have good transport links for commuters, the train station is not an easy walk & will add considerably to the time spent commuting especially if children have to be dropped to school on route. This site will encourage use of cars & increased traffic from proposed sites in Rhoose & the Vale will make life very difficult for commuters & all road users.
Garage is nearest shop which is a dangerous walk across busy forecourt.

Change suggested by respondent:

Additional infrastructure statement is totally unacceptable.
Infrastructure improvements should be identified & implemented before & not after any developments go ahead.

Sound: No

Attachments: None

5510 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Housing is focusing on Barry & the residents of Barry are experiencing problems with lack of healthcare & other services.
Traffic around the town is getting out of hand even during the day.
Commuting to work is taking longer & public transport & parking at the station at Barry is inadequate.
Barry & it's services are at breaking point.
The town needs improving - roads, pavements etc & green space retained such as the land at Weycock Cross to encourage well being for it's residents & wildlife.

Change suggested by respondent:

Take the focus off Barry for housing.
Provide smaller settlements at places like Culverhouse Cross & provide a little more infrastructure in these areas.
Increase housing in all other areas of the Vale to ensure the burden of extra housing & it's needs are shared & not shouldered by Barry all the time!

Sound: No

Attachments: None

5658 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Miss Julia Thompson [2631]

Summary:

The plan does not give detailed plans on how it will prevent flood risk in several areas across the plan, mitigate traffic congestion and has significantly underestimated the additional pressures on roads and services.

Across the patch the number of houses proposed exceed the

Change suggested by respondent:

For VOG to take clear responsibility for where they plan to allocate housing:
Not on Green Wedge land.
Be honest about local amenities.
Be honest about travel times.
Consider the local environment and wildlife that frequent the area.
Take heed of the flood risk areas.

Sound: No

Attachments: None

5660 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Councillor Samantha Campbell [1002]

Summary:

The deposit plan is based around public transport being sufficient in areas that it is not. Rhoose, St Athan, and Llantwit Major are not accessible frequently without vehicular transportation, thus making the base plan for this moot, as it specifies public transport. Infrastructure within these areas is not sufficient for current residents let alone future development.

Change suggested by respondent:

Rhoose, St Athan, Llantwit Major need to be removed from the plan until sufficient public transport and infrastructure is in place for further development. Developers are being coined as the placemakers of these plans which is incorrect as S106 monies is not sustainable for development given inflation costs, deliverability of projects and also uptake of schemes.

Sound: No

Attachments: None

5670 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Councillor Samantha Campbell [1002]

Summary:

Rhoose, St Athan and Llantwit Major do not have sustainable bus or train networks, with in frequent bus services and trains once an hour, if at all. This will increase vehicular traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5770 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr William Hart [1009]

Summary:

Barry is already oversized and infrastructure, particularly roads and sewage disposal, do not work properly. Green wedges were introduced to prevent urban sprawl (a council policy) and they should be honoured or Barry will continue to grow. Changing Green Wedges to suit developers is unacceptable.
Adding and improving road junctions will not overcome the increased demand on our roads.
The water authority cannot be trusted to dispose of increased sewage/rainwater. They don't even cope with existing load (witnessed by the 'safer-seas' app.) Tourists need to be attracted, not repelled by sewage floating in the sea.

Change suggested by respondent:

The plan needs to show that Barry has reached its maximum size and is a clean and healthy place to live in. We now need new settlements away from existing towns and villages. Margins either side of main roads can accomodate many houses and further use of such land should be made to spread housing around the area. We do not want to all be crammed into one massive town.

Sound: No

Attachments: None

5813 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr William Hart [1009]

Summary:

Barry is too large already and overpopulated.
Roads do not cope. Welsh Water do not cope with sewage.

Change suggested by respondent:

Road capacity needs to be increased to cope properly with current demand before considering expansion.
The irresponsibility and poor performance of Welsh Water also need to be taken into account before considering expansion.

Sound: No

Attachments: None

5847 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Jeff Smith [3399]

Summary:

Lack of road and basic infrastructure (sewage capacity, electricity + gas grids) - Dr, dentists etc..

Change suggested by respondent:

Much more consideration needs to be taken into account of know bottle necks e.g the plan states "proposed railway stations" - it should be "Actual railway stations" -- until its built its not available for use -- same applies for estate parks / facilities that don't have the funds ring fenced before construction of estates begins and then doesn't get completed e.g. Barry waterfront.

Sound: No

Attachments: None

5848 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Jeff Smith [3399]

Summary:

Your assuming employment opportunities will be in the local area - we have increased unemployment --

Change suggested by respondent:

-

Sound: No

Attachments: None

5890 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The plan lacks aspiration and does not provide a level of growth in line with the Vale's role as part of the national growth area identified in Future Wales.

The plan's role is to balance the 'need' for housing in a sustainable way, rather than limit delivery.

The plan's housing requirement is being limited by a level of delivery lower than the plan has previously achieved.

Delivering more housing will support economic growth and deliver more affordable homes.

The latest Welsh Government housing needs data requires an increase in the level of housing proposed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5891 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: HBF (Mr Mark Harris) [538]

Summary:

In line with the comments already made on point 1 of the sustainable growth strategy, the HBF considers that the level of housing proposed lacks ambition and is not in line with the Vale of Glamorgan's position as a regional growth area in Future Wales.

The words 'including a minimum of 3,070 affordable homes' should be changed to ' a target of 3,070 affordable homes'. The reason for this is that a minimum suggests that it should be more; however, other relevant housing policies are worded to provide for a defined number or target. This change in wording does not stop more from being delivered.

The approach to limiting housing development, other than affordable-led schemes with a minimum of 50% affordable, in the identified towns and villages, restricts the ability of SME developers and, therefore, the range of homes that might be provided by the plan.

The HBF questions the wording under the heading 'Infrastructure', which is not appropriate wording, as it is part of the plan's role to identify the necessary infrastructure to deliver the level of growth proposed. The provision of infrastructure, which is necessary for development, is covered by other policies in the plan.

Why is the housing flexibility allowance figure not included in this policy?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5990 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP1 proposes delivering 7,890 dwellings by 2036, including 3,070 affordable homes, with new sites outside Strategic Growth Areas limited to small-scale affordable housing schemes. However, Welsh Government 2022-based projections estimate households in the Vale of Glamorgan will increase from 57,676 in 2021 to 67,299 by 2036, a rise of 9,623 households. With a 4% household-to-dwelling conversion uplift, the required dwellings would be 10,008, significantly above the plan target. The policy also proposes 205 affordable homes per year, far below the LHMA 2023 identified need of about 1,075–1,114 annually, meaning affordable housing delivery would meet only 18.4% of identified demand.

Change suggested by respondent:

In order for Policy SP1 to achieve the third test of soundness (Will the plan deliver?), the policy must be updated to accommodate a greater level of housing delivery, that reflects the most up to date evidence. The Development Plans Manual states:

"In terms of considering the level of housing provision for a plan, the most up-to- date suite of Welsh Government Population and Household Projections are a fundamental part of the evidence base [paragraph 5.35]"

Policy SP1 as drafted sets out that the allocation of new [housing] sites will be primarily focused within the Strategic Growth Areas (SGA) identified on the Key Diagram and outside of the SGA, the allocation of sites will be limited to small-scale affordable housing led sites in appropriate Primary and Minor Rural Settlements. In order to meet the true identified housing needs of VoG during the RLDP period, Primary and Minor Rural Settlements will likely need to accommodate further new dwellings than the RLDP currently allocates (please refer to our comments below on Policy SP2 and Policy HG4 for further commentary).

Sound: No

Attachments: None

6025 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Paul Miller [2350]

Summary:

The proposed plan will place further strain on already barely adequate public services; the roads are already heavily congested particularly during peak travel times; there will be a detrimental loss of green spaces within the area which may reduce the area's capacity to create a feeling of well being.
The roads are already in a poor state with much restorative work urgently required so any increase in the number of cars will only exacerbate this situation.

Change suggested by respondent:

Before further plans for building new housing areas are considered, there should be an increase in the provision of basic facilities such as GP Surgery, Dental Surgery, improved public transport links, creation of more spaces within schools at all levels from Reception to Year 12.

Sound: No

Attachments: None

6170 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Why is all the housing being considered all along one main road from Rhoose to Weycock Cross? The area can't handle the current level of traffic. One small car breaking down along that road chokes up the whole of Barry. Then you want to add 1000+ houses along the same route. How can this not be seen as a poor decision? We all understand that there needs to be new housing, but surely more thought could go into choosing a more suitable area to build.

Change suggested by respondent:

Don't build at Weycock Cross, and reconsider the housing in Rhoose due to the volume of traffic along one main road.

Sound: No

Attachments: None

6290 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Steve Ashman [3161]

Summary:

There is a problem with traffic across Barry and Rhoose. The college plus more houses being built at Rhoose point, the ongoing battle at Model farm as well as more houses being built at Weycock cross will add to traffic congestion. There also is only one train and bus an hour so if you're trying to get cars off the roads these need to be increased.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/twh

6535 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: MS Andrew R T Davies [1324]

Summary:

The entire strategy behind the deposit plan is flawed and the process needs to begin again.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yf

6699 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Asbri Planning

Summary:

Sustainable Growth Strategy (Policy SP1)

The Deposit Plan's overarching strategy in relation to sustainable growth is supported. The primary focus of concentrating housing growth within the 'Strategic Growth Area' (i.e. where the main centres of population are accommodated, and which are served by a range of facilities and services, and are accessible by a range of transport modes) as outlined by Policy SP1 is considered appropriate and will allow for the delivery of sustainable and resilient communities.

As per previous representations submitted by Asbri Planning on behalf of Persimmon Homes in relation to the RLDP Preferred Strategy, the prior identification of the strategic-scale (1,500 unit) Key Site at North East Barry was considered to represent an over-reliance on one site to meet the housing demand of the Authority's Key Settlement (with associated constraints in relation to the delivery of units on a strategic-scale site within the early
mid part of the plan period).

It is considered that the inclusion of North West Barry as a Key Site, supplemented by a number of smaller housing allocations as identified in Policy HG1, will ensure that
the housing requirement for the Barry can be met in a robust and deliverable manner.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Persimmon Submission - https://valeofglamorgan.oc2.uk/a/367

6714 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Spatial strategy: SP1 - Sustainable growth: While the plan addresses overall growth distribution, it does not consider how development affects local food resilience, including the protection of agricultural land, peri-urban growing spaces, or local supply chains. There is no strategic reference to food as a component of sustainable, resilient communities. The vision and strategic objectives currently contain no mention of 'food' or 'farming'. Request to add reference (Spatial strategy or Strategic objectives section) to supporting resilient and sustainable local food systems in spatial strategy principles, including protection of productive land and support for local supply chains.

Change suggested by respondent:

Suggested wording includes:
"The Local Development Plan will support resilient and sustainable local food systems by safeguarding productive agricultural land, promoting peri-urban food growing opportunities, and facilitating local food supply chains as an integral part of sustainable growth."

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6736 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam are generally supportive of the aims of this policy. The strategy of focusing new housing in those locations served by existing transport routes and where there are opportunities to enhance sustainable transport connectivity is wholly supported. St Athan is clearly already a sustainable location for growth and its sustainability and connectivity have clear potential to enhance alongside further development. The delivery of growth in St Athan is therefore considered to firmly align with the RLDP's strategy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6818 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Ian Fairweather [1225]

Agent: Boyer Planning

Summary:

There is concern that the proposed primary focus of housing growth within the Vale being within the Strategic Growth Area. Limiting development at suitable settlements outside the Strategic Growth Area is not the correct approach and greater flexibility is required to deliver the housing need. Clearly there is a requirement to provide further allocations in sustainable Minor Rural settlements identified as being 'Outside of the Strategic Growth Area' – namely St Nicholas.

Change suggested by respondent:

It is strongly recommended that appropriate consideration is given to the widening of the Strategic Growth Areas to include St Nicholas as a sustainable settlement which is capable of accommodating a new allocation.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/397

6844 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey consider that to date the growth strategy has placed disproportionate emphasis on identifying an alternative site within Barry, rather than giving due consideration to potential sites in nearby high-performing settlements such as Sully. Taylor Wimpey therefore strongly encourage the VoG to widen the search for additional allocations beyond the administrative boundary of Barry Town Council and to consider locations that represent a logical and sustainable extension to neighbouring primary settlements that are located within the Strategic Growth Area, including Sully.

The six key elements of the Sustainable Growth Strategy are noted and Taylor Wimpey support a spatial strategy that locates major new development for the delivery of sustainable housing growth in appropriate locations, such as Sully, that are supported by the relevant infrastructure, services and facilities. Providing new homes within Phase 3 aligns with the Strategic Growth Area identified within the RLDP Strategy which forms the primary focus for housing growth.

Policy SPG1 continues to identify Sully as a location where new housing development will be concentrated, therefore establishing a principle of development for Phase 3 and help to further align the provision of new housing with the existing facilities of Sully, reducing the need to travel. Sully represents an inherently sustainable location for future growth and aligns well with the Sustainable Transport Oriented Growth Option. As identified in the Deposit RLDP, Sully is classified as a Primary Settlement and performs a complementary role to Barry as a key centre. Its position within the Strategic Growth Area further indicates that an appropriate level of development at Sully would be acceptable, with both existing housing delivery and the current allocation at Swanbridge Road supporting its established role.

With existing development ongoing to the north of the Site, at Phases 1 and 2 of Land West of Swanbridge Road, Phase 3 is considered to provide an appropriate level of growth in a sustainable location that would form a logical extension to existing allocations. The sustainability and suitability of Sully to accommodate residential development is reinforced by the allocation of 500 dwellings under Policy MG2(37) ('Land West of Swanbridge Road, Sully') on land directly north of the site promoted by Taylor Wimpey. The progression of this location into a phase 3 development would continue to strengthen Sully's function as a primary settlement and would constitute a logical and coherent extension to the existing built form.

Taylor Wimpey appreciate the aspirations of the Council to deliver housing to meet the identified future housing needs of the VoG and wider growth aspirations of the South East Wales Region at a strategic level. Taylor Wimpey support the revised strategy moving away from North East Barry, however maintain the position that this level of growth should be re-allocated to those locations that are most suitable for growth, including sustainable settlements outside of Barry. Growth should not be focuses solely on Barry.

Change suggested by respondent:

I advocate for a broader search beyond Barry and recognise Sully's role within the Strategic Growth Area. Growth should be allocated to the most suitable, sustainable locations, not solely within Barry.

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6858 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Andrew Raymond [1170]

Agent: Boyer Planning

Summary:

The approach adopted within the RLDP places an overly narrow emphasis on growth within the Strategic Growth Area, primarily focused along rail corridors. This approach risks overlooking other sustainable rural settlements which also demonstrate appropriate connectivity and capacity to accommodate proportionate growth.

Settlements outside the Strategic Growth Area continue to perform an important role within the Vale's settlement hierarchy and rural economy. Villages such as Colwinston provide an established residential community and contribute to the vitality and sustainability of rural areas. Restricting opportunities for modest growth within such settlements risks undermining the long-term sustainability of rural communities.

The principle of directing development to sustainable settlements is supported. However, limiting development opportunities exclusively within the Strategic Growth Area is not considered to represent the most balanced or flexible spatial strategy.

Change suggested by respondent:

Greater flexibility should be introduced to allow appropriate small-scale allocations within sustainable rural settlements.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vf

6893 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

Policy SP1 - Sustainable Growth Strategy reiterates that the Plan will deliver 7,890 dwellings by 2036, including a minimum of 3,070 affordable homes. Policy SP1 also sets out that, outside of the Strategic Growth Areas, the allocation of new sites will be limited to small-scale affordable housing led sites.

In order to ensure that the minimum target figure is met, it is important that the Plan identifies a sufficient number of sites / housing allocations to meet both the short and longer term development needs. As previously stated, Catesby SUPPORTS the overall growth strategy across the Vale of Glamorgan contained in the Deposit RLDP. However, it is questioned whether or not there is sufficient land allocated to deliver the growth required.

Of the overall housing target of 7,890 dwellings, approximately half of these are to be delivered via rolled forward allocations and extant consents. Whilst some such sites can be expected to come forward, Catesby would caution against the over-reliance on delivery of historically allocated sites.

Catesby suggests that VoGC considers the inclusion of additional sites to deliver the predicted growth strategy identified in the RLDP. This will strengthen the land supply position ensuring a robust RLDP can be adopted which has the ability to ensure the delivery of the necessary growth. Catesby supports growth along the 'Connectivity' corridor, particularly in Minor Rural Settlements such as Llandow to assist with this.

Change suggested by respondent:

Catesby suggests that VoGC considers the inclusion of additional sites to deliver the predicted growth strategy identified in the RLDP. This will strengthen the land supply position ensuring a robust RLDP can be adopted which has the ability to ensure the delivery of the necessary growth.

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

6939 Comment

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members noted that there was not much focus on Penarth or identified potential future development for Penarth beyond that already underway at the location near to Cosmeston but welcomed flexibility in its approach. Members expected to be more closely involved in the decisions and planning of this, and other such developments, and provide opportunity for wider consultation where appropriate, such as pre-application consultations, as well as would expect to be included in consultations concerning sites adjacent to Llandough, Dinas Powys, and Sully given their impact upon the town.

Penarth as a town is currently developed to its boundaries, save for the development at Cosmeston. It is, therefore, more dependent than other Service Centres on windfalls of land or buildings which may arise during the currency of the Plan. In 2023, an extensive assessment of the potential of the town concluded the following:

“There is marginally less capacity in Penarth [and Llandough] than the projected figures. However, this does not mean that the projections are incorrect or unjustifiable. The reported figures have not included a significant amount of capacity on open space land, and the projected figures for conversion of existing buildings and intensifications will be surpassed if the extant consents that exist this early in the Plan period are implemented.”

The degree of flexibility, however, is substantially depending on one large site. P009, Headland School, is identified as both a potentially disused building and as a site with a capacity of 111-120 units. This special school is full to capacity and used by many Council in both Wales and England.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7036 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

We object to the spatial growth strategy set out within the Deposit Plan and therefore question the delivery and soundness of the Plan. Specifically, we object to the strategy that underpins the Deposit Plan, which seeks to introduce the proposed 'Strategic Growth Area' which is expected to contain an over-reliance of housing growth on this defined area, and the associated absence of growth in other Rural parts of the plan area. The underlying Vision and Objectives set out in the emerging Plan are accordingly wholly un-provided for by the detail of the Plan, which includes enabling opportunities to provide employment and business premises within/near to rural settlements. The Strategic Growth Area does not take into account the important role and proximity of Bridgend to the West and/or the principal settlement and Strategic Growth Area of Talbot Green/Pontyclun/Llantrisant to the north. The current strategy does not support any improvement of sustainable travel or further investment in settlements linked more closely to these areas. It is unreasonable to devise a strategy that hinges on directing growth to areas that are accessible to railway facilities, where it is recognised in the Plan that the Vale is inherently rural and bus services should be appropriately assessed and focused on in terms of promoting sustainable development. A change in strategy should be pursued whereby a greater proportion of small to medium sites are allocated for housing in the Plan period, which are more likely to deliver housing in the short and medium term of the Plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7057 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the broad objective of pursuing a sustainable growth strategy and agrees that growth should be directed towards the most sustainable locations. The emphasis on public transport connectivity, access to services and the need to align housing growth with wider regional aspirations is supported in principle.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7058 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Our concern is that the strategy as drafted is not sufficiently nuanced and, in practice, it places too much weight on the Strategic Growth Areas and not enough weight on sustainable settlements outside it. In doing so, it risks overlooking villages which perform well against the Council's own settlement evidence, and which can accommodate proportionate growth in a highly sustainable way. The strategy should not be read as favouring rail-served locations to the exclusion of settlements with strong bus accessibility and established local services. The Council's own evidence and national policy context support a strategy that captures sustainable bus-connected settlements as well as rail-served settlements. St Nicholas should be expressly recognised as one of those locations. SP1 should be amended to reflect this.
In our view, the current Deposit strategy has moved too far away from the balanced position on Minor Rural Settlements in the adopted LDP. The Plan now acknowledges the sustainability credentials of St Nicholas but does not allow those credentials to translate into an appropriate development role.

Change suggested by respondent:

Amend SP1.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7071 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

The concern is that the overall strategy becomes too rigid when SP8 is read alongside SP2, SP3, HG4 and other potentially onerous policy requirements, including Policy CC1. In practice, this risks leaving sustainable settlements such as St Nicholas with very little scope to contribute to general housing delivery unless schemes meet a highly demanding affordable-led model. That is not a balanced or flexible way to plan for rural communities. It also gives rise to a lack of clarity between Policies SP7 and SP8 which should be addressed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7096 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The identification of St Athan as a settlement where development should be concentrated is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7136 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Peter Stone Properties Ltd [1182]
Agent: Geraint John Planning Ltd

Summary:

We object to the spatial growth strategy within the Deposit Plan and consequently question its soundness and delivery. Specifically, we object to the 'Strategic Growth Area' (SGA) strategy, which creates an over-reliance on a single defined area while neglecting the Rural Vale.

The Plan is internally inconsistent: while it recognises a critical need for affordable housing—particularly for an increasingly ageing population and to prevent the out-migration of younger working-age residents—the lack of allocations in Minor Rural Settlements (such as Bonvilston) undermines these objectives. The current strategy fails to address the high entry costs in rural areas (where average prices exceed £800k) and ignores the Local Housing Market Assessment (LHMA) requirements for affordable delivery outside the SGA.

Furthermore, the Plan fails to account for the functional relationship between the Western/Northern Vale and external employment hubs in Bridgend and Talbot Green/Llantrisant. By focusing growth solely on rail-accessible settlements, the Plan ignores the 'inherently rural' nature of the Vale and fails to support sustainable bus-based transit and local employment opportunities. To be sound, the Plan must pursue a strategy that allocates a greater proportion of small-to-medium sites in rural settlements to ensure delivery in the short-to-medium term and to create a more balanced demographic and economic future for the Authority.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7158 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

We object to the spatial growth strategy set out within the Deposit Plan and therefore question the delivery and soundness of the Plan. Specifically, we object to the strategy that underpins the Deposit Plan, which seeks to introduce the proposed 'Strategic Growth Area' which is expected to contain an over-reliance of housing growth on this defined area, and the associated absence of growth in other Rural parts of the plan area. The underlying Vision and Objectives set out in the emerging Plan are accordingly wholly un-provided for by the detail of the Plan, which includes enabling opportunities to provide employment and business premises within/near to rural settlements. The Strategic Growth Area does not take into account the important role and proximity of Bridgend to the West and/or the principal settlement and Strategic Growth Area of Talbot Green/Pontyclun/Llantrisant to the north. The current strategy does not support any improvement of sustainable travel or further investment in settlements linked more closely to these areas. It is unreasonable to devise a strategy that hinges on directing growth to areas that are accessible to railway facilities, where it is recognised in the Plan that the Vale is inherently rural and bus services should be appropriately assessed and focussed on in terms of promoting sustainable development. A change in strategy should be pursued whereby a greater proportion of small to medium sites are allocated for housing in the Plan period, which are more likely to deliver housing in the short and medium term of the Plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7185 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The essence of Policy SP1 is supported. The promotion of small-scale affordable housing led development outside of the SGA, as proposed by SP1 is important as this provides essential affordable and market homes in the rural locations of the Vale as well as the SGA.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7186 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The concern is whether Policy SP1 goes far enough in providing for the scale of housing (both open market, but particularly Affordable) development across the Vale. Without targeted allocations outside of the SGA, as outlined in Policy SP1, the housing gap will continue to widen, forcing more residents to leave the area and weakening community cohesion.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7211 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mrs Melissa Plimmer [3599]

Summary:

The RLDP identifies St Athan as a "Strategic Hub," yet it remains the only primary settlement in the Vale of Glamorgan without a direct rail link. Relying on the "Active Travel" aspirations of Policy SP10 is unrealistic for a community where the majority of residents commute to Cardiff, Bridgend, or Barry.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yw

7213 Object

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Mr Andrew Street [3444]

Summary:

The RLDP identifies St Athan as a "Strategic Hub," yet it remains the only primary settlement in the Vale of Glamorgan without a direct rail link. Relying on the "Active Travel" aspirations of Policy SP10 is unrealistic for a community where the majority of residents commute to Cardiff, Bridgend, or Barry.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/34q

7230 Support

Document Element: SP1 – SUSTAINABLE GROWTH STRATEGY

Respondent: Dinas Powys Community Council (Dinas Powys Community Council) [2712]

Summary:

Dinas Powys Community Council (DPCC) recognises and welcomes some improvements made in the revised Replacement Local Development Plan (RLDP). These changes demonstrate a more balanced approach to growth and a clearer acknowledgement of environmental and infrastructure constraints across the Vale. DPCC considers the following amendments to be positive and constructive:

3.1 Reduction in Overall Housing Numbers

The reduction in the total housing requirement reflects a more realistic assessment of demographic trends, household formation rates, and deliverability across the plan period. This reduces pressure on constrained settlements such as Dinas Powys.

3.2 Greater Emphasis on Sustainable Locations

The revised RLDP places stronger emphasis on locating development where sustainable transport options exist. This aligns with national policy and reduces reliance on private car travel.

3.3 Strengthened Climate-Change and Flood-Risk Policies

The Council welcomes the enhanced policy framework relating to:

• Climate-change adaptation
• Flood-risk management
• Sustainable drainage (SuDS)
• Nature-based solutions

These changes reflect national guidance and NRW expectations.

3.4 Recognition of Infrastructure Constraints

The revised evidence base acknowledges that certain settlements – including Dinas Powys -face:

• Highway capacity limitations
• Public transport constraints
• Limited school and healthcare capacity

This recognition is essential for sound plan-making.

3.5 Improved Evidence Base

The updated background papers, including the Settlement Sustainability Assessment and the Infrastructure Assessment, provide a clearer picture of constraints and opportunities across the Vale.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Dinas CC Response - https://valeofglamorgan.oc2.uk/a/3r7
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rv

4862 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Emma Reed [2653]

Summary:

The role of Rhoose is over stated and more development should be concentrated in Barry and the Service settlements. For example Llantwit Major has many opportunities with excellent services (Rhoose residents have to travel there for some services) yet it is not taking significant housing building for political reasons. More opportunities therefore need to be found in Llantwit Major as well as the other higher order settlements. The candidate sites show that there are opportunities.

Change suggested by respondent:

Sites to be identified via a better candidate site process concentrating on requesting opportunities in higher order settlements reducing the need for Rhoose to take an additional 800 units plus at Rhoose Point and Readers Way over the next 10 years. The site to the east of Barry should be reinstated and documents made public to the Inspector as to why it did not proceed.

Sound: No

Attachments: None

5115 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Spatial Strategy - Primary Settlements
The Council's settlement hierarchy allocates circa 92% of all housing development (committed and proposed) to settlements in the top three tiers of the hierarchy. The Welsh Government does not object to this approach. The recognition that Culverhouse Cross with few facilities on site and the presence of BMV Land, the expectation for limited growth (paragraph 6.14 & 6.15) is welcomed. Similarly, it is noted that Wick benefits from a primary school and has some scope for future growth, albeit in keeping with the scale and accessibility of the settlement. The Welsh Government is content that the scale of growth reflected in these two locations will reflect the availability of local facilities and services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5378 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mr Gareth Thomas [2975]

Summary:

I believe the reclassification of Wick as a Primary Settlement is unjustified based on its limited differences with nearby villages like St Brides Major. The evidence does not demonstrate Wick's significantly greater service role, accessibility, infrastructure, or employment opportunities. The slight advantages, such as proximity to a train station, are negligible in practice, especially given the comparable proximity of St Brides Major to a better-served rail station. Without clear evidence of Wick's wider service functions or sustainability, its reclassification risks contradicting the spatial strategy of promoting development in the most sustainable locations.

Change suggested by respondent:

Wick should remain classified as a Minor Rural Settlement.

Sound: No

Attachments: None

5393 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mrs Clair Thomas [3069]

Summary:

I believe the reclassification of Wick as a Primary Settlement is unjustified based on its limited differences with nearby villages like St Brides Major. The evidence does not demonstrate Wick's significantly greater service role, accessibility, infrastructure, or employment opportunities. The slight advantages, such as proximity to a train station, are negligible in practice, especially given the comparable proximity of St Brides Major to a better-served rail station. Without clear evidence of Wick's wider service functions or sustainability, its reclassification risks contradicting the spatial strategy of promoting development in the most sustainable locations.

Change suggested by respondent:

Wick should remain classified as a Minor Rural Settlement.

Sound: No

Attachments: None

5702 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the recognition of St Athan and Rhoose as Primary Settlements within the Vale of Glamorgan's Strategic Growth Area. The designation reflects their strong range of services, facilities, and strategic location, supporting sustainable employment growth. The proposed redevelopment of the former Aberthaw Power Station as the Cardiff Capital Region Aberthaw Green Energy Park complements this approach, creating high-quality employment and innovation opportunities. Combined with proximity to Cardiff Airport, the Bro Tathan Enterprise Zone, and planned transport improvements, these settlements are well placed to accommodate growth, support regional economic development, and enhance connectivity, skills, and prosperity within the Vale

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5815 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mr William Hart [1009]

Summary:

If Barry is already the largest town in the vale it doesn't need to be made any larger.

Change suggested by respondent:

The number/size of housing developments in Barry should be reduced.

Sound: No

Attachments: None

6006 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The RLDP seeks a high proportion of affordable homes alongside prescriptive policies on NZC and residential density. Sufficient flexibility in policy application and housing mix is essential to maintain site viability and ensure housing delivery. Policy SP2 requires 50% on-site affordable housing and limits site sizes to 25 dwellings in Minor Rural Settlements and 50 in Primary Settlements. The lack of viability flexibility and arbitrary cap on dwelling numbers undermines delivery. For example, Allocation HG4(1) provides 25 dwellings, effectively requiring 52% affordable housing; increasing the total to 26 dwellings would ensure the 50% requirement remains a true minimum.

Change suggested by respondent:

The consideration of viability and the removal of the arbitrary upper limits on site sizes for allocations in Primary and Minor Rural Settlements will ensure that Policy SP2 meets the third test of soundness (Will the Plan deliver?). The proposed amendment to the wording of Policy SP2 is as follows:

"For the purposes of this policy small scale affordable housing led developments are defined as providing a minimum of 50% affordable housing on sites of circa 25 dwellings in Minor Rural Settlements or circa 50 dwellings in Primary Settlements. The type, scale and mix of affordable housing will be expected to reflect the latest evidence, including specialist older person housing. Proposals which do not meet the minimum 50% affordable housing provision will not be supported."

Sound: No

Attachments: None

6014 Comment

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mrs Jacky Williams [3343]

Summary:

Rhoose has been identified as a Primary Settlement, reflecting the range of services and facilities available. The current services and facilities are insufficient for the size that the village has now grown into. New housing developments have, in the past, failed in their commitment to provide shops and community spaces – the Rhoose Point development is a case in point – land defined for facilities lay undeveloped for years and then housing was built on it. Transparency and accountability by the council is essential if 'contribution towards' replaces actual provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6115 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Ms Lucie Taylor [2506]

Summary:

Social Farms & Gardens urge the Vale of Glamorgan Council to protect existing and potential food growing sites, particularly high-grade agricultural land, which should be safeguarded for sustainable agriculture. Poor development opportunities (high grade agricultural land) near Culverhouse Cross and Wenvoe should not be seen as a threat but as an opportunity to preserve land for food growing. We recommend including policies that support food growing enterprises, acknowledging various types of initiatives beyond allotments. Greenfield land should be reserved for horticulture, and proposals encouraging such enterprises and structures should be actively promoted to enhance local food production.

Change suggested by respondent:

Where discussing the best and most versatile agrciultural land at wenvoe and culverhouse cross reference should be made to the opportunity for food growing initiatives (large and small) in this location. Such proposals will be encouraged.

Sound: No

Attachments: None

6174 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Barry may be the largest town in the Vale, however, the infrastructure can’t handle anymore. The people of Barry feel like we are living in a giant housing estate, the amenities don’t match the size of the town. Yet, now it’s going to increase further. The schools are full, already having to turn away pupils, surgeries are full, Holton Road is not fit for purpose, you have to travel to Cardiff for any decent shops.

Change suggested by respondent:

No need to build more housing in Barry, look further afield within the Vale.

Sound: No

Attachments: None

6325 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Penllyn Community Council (Clerk) [243]

Summary:

I note that the Deposit RLDP shows no new housing sites in the Penllyn area, though some communities are classified as 'Minor Rural Settlement Areas' and should be eligible for infill and affordable housing. Many rural communities, especially hamlets, are regarded as 'Countryside' without defined boundaries, which restricts their access to community-supported, affordable micro or single-unit developments. The current policies, particularly SSC1 and HG5, exclude around 54 rural communities from such development, contradicting the strategic objectives to support rural housing needs and the Well-being of Future Generations Act (Wales)

Change suggested by respondent:

We appreciate the necessity to generating a Settlement Hierarchy and the need to ensure development is controlled in a manner suitable for each level within that. However, we would suggest the conflicts this generates with the overarching Objectives in respect of Sustainable Communities, the Wellbeing of the older and young persons and the wishes of the local communities, can be relatively simply addressed by either:
1. Providing a defined settlement boundary for ALL settlements including 'Hamlets and Smaller Rural Settlements'
The proposed planning polices and constraints notably those in SSC1 and HG5 could then be applied across all existing settlements and communities to allow for appropriate development of affordable homes to meet the aspirations of Para 5.24 and the local Community.

Sound: Not specified

Attachments:

6325- Rep Submission Penllyn Community Council (Clerk) [243] - https://valeofglamorgan.oc2.uk/a/th9
Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sg

6737 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam are generally supportive of this policy. The continued positioning of St Athan as a Primary Settlement in the third tier of the settlement hierarchy is considered appropriate though clearly the delivery of two Key Sites within St Athan as part of the RLDP has the potential to further elevate its position in the future. This is reflected in Table 10 of Background Paper 5 Settlement Appraisal Review where St Athan is given one of the higher scores of the Primary settlements.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6765 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In principle, Persimmon supports the Settlement Pattern set out in Policy SP2, particularly the identification of Dinas Powys as a Primary Settlement.

Whilst the role of Primary Settlements is acknowledged, in that they contain several key services and facilities, vital to supporting sustainable communities including primary schools, small convenience shops, food and drink outlets and employment opportunities.

Persimmon considers that Dinas Powys is capable of fulfilling an enhanced role given its proximity to strategic transport infrastructure which provide regular services to key designations throughout the region and Cardiff city centre

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6819 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mr Ian Fairweather [1225]

Agent: Boyer Planning

Summary:

The importance of Minor Rural Settlements needs to be carried more strongly forward in the Deposit Plan. Moreover, the evidence base does not sufficiently justify the degree of restriction now applied, nor does it explain why proportionate additional growth in appropriate Minor Rural Settlements would undermine the spatial strategy. As drafted, the policy risks limiting flexibility in the distribution of housing across the Vale. Accordingly, it is considered that the approach to St Nicholas under Policy SP2 is not justified. Clearly there continues to be a disconnect between the identified role and function of St Nicholas, which is supported, and the actual ability to deliver the appropriate range and choice of dwellings in the rural settlements.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/397

6845 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey support the conclusions of the Settlement Appraisal Review Background Paper which identifies Sully as a Primary Settlement, reflecting its important role in providing a level of housing growth, in addition to key local services and facilities. Within this Background Paper, Sully is recognised for its vital role as a sustainable community, scoring highly across all key principles in demonstrating its sustainability by providing for the day-to-day needs of its residents. Taylor Wimpey concur with the supporting evidence which reinforces Sully's importance within the settlement hierarchy.

Whilst Draft Policy SP2 presents a 'broad distribution of development within the Strategic Growth Area..', serious concerns continue to be raised around the level of growth around Barry and the emphasis placed on it as the focus for future development. Taylor Wimpey do not dispute the identification of Barry as a Key Settlement, given its position as the largest town within the VoG, however believe Barry should not remain the sole focus for growth where there are opportunities available around primary settlements located within the Strategic Growth Area.

Put another way, it seems perverse for the Deposit RLDP to direct no new growth to a Primary Settlement within the identified Strategic Growth Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6859 Comment

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Mr Andrew Raymond [1170]

Agent: Boyer Planning

Summary:

Support for the identification of Colwinston as a Minor Rural Settlement and acknowledgement of its capacity to accommodate proportionate and sustainable growth. However, the Plan does not clearly demonstrate why settlements that are well connected and functionally related to larger centres, such as Colwinston, should be subject to such constrained growth.

There continues to be a disconnect between the identified role and function of Colwinston, which is supported, and the actual ability to deliver the appropriate range and choice of dwellings in the rural settlements. A modest allocation in Colwinston (Candidate Site 409) would represent proportionate growth that reflects the scale and character of the settlement. The current approach within Policy SP2 risks constraining flexibility within the spatial strategy and limiting opportunities to support sustainable rural communities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vf

6894 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

Policy SP2 – Settlement Hierarchy broadly distributes development in line with the hierarchy of settlements, reflecting the role and function of places and directing growth to locations that will provide the greatest opportunities for delivering housing to meet affordable needs, community infrastructure and enhanced sustainable transport provision. Llandow is identified as a Minor Rural Settlement, new development associated with which should be mainly limited to infill opportunities and small-scale affordable housing led schemes (sites of up to 25 dwellings with a minimum of 50% affordable provision).

Catesby would suggest that specific sites in and around all settlement types may be suitable for a greater level of development than that suggested by the settlement hierarchy, and these should be explored accordingly. As part of this, Catesby SUPPORTS the recognition in the Policy Framework that the existing services and facilities in and around the Minor Rural Settlements should be safeguarded, supported and enhanced, and that in order to do this, growth should still be balanced in a way which supports these rural communities (Paras 6.16 and 6.17).

Change suggested by respondent:

Catesby would suggest that specific sites in and around all settlement types may be suitable for a greater level of development than that suggested by the settlement hierarchy, and these should be explored accordingly.

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

6898 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

In principle, Barratt Redrow supports the Settlement Pattern set out in the Deposit Plan, particularly the identification of Wenvoe as a Primary Settlement.

Policy SP2 highlights that development will be focused with the Strategic Growth Area and that its distribution will be shaped by settlement hierarchy and seeks to direct 'growth to locations that will provide the greatest opportunities for delivering housing to meet affordable needs, community infrastructure and enhanced sustainable transport provision'.

Accordingly, despite Wenvoe being identified as a primary settlement, Policy SP2 notes that development in this location will be limited to 'the efficient and sustainable use of existing buildings, infill opportunities, small-scale affordable housing led schemes, and rural enterprise/agricultural related developments.' Similarly, it is noted that Policy SP2 does not consider Wenvoe to be an appropriate location for ''substantial additional growth''.

Barratt Redrow object to the approach to Primary Settlements as set out under this Policy, as Wenvoe is inherently sustainable and the explanation for discounting it as an area to accommodate growth is considered unjustified.

With regard to Policy SP2 discounting Wenvoe as a location to accommodate growth, this is due to the Vales's stance that the settlement is ''significantly limited by the presence of Best and Most Versatile (BMV) agricultural land on the edge''. Barratt Redrow do not consider this to be sufficient justification.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7015 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

The settlement boundary, defined by Policy SP2, excludes allocation site SP12 'Land at Bridge House Farm, Llanmaes, Llantwit Major' which is for a retail foodstore. Instead, the draft allocation abuts, but lies outside, the settlement boundary as currently drawn. Although draft Policy SP3 states that "Areas outside settlement boundaries that are not allocated or protected for a specific use will be defined as countryside we consider the settlement boundary must be extended at this location to include the allocation. Its exclusion is illogical and would fail to reflect the 'on the ground' position when this allocation is delivered. Moreover, its exclusion could confuse and may constrain any future minor development changes at the site (e.g. those needed to meet operational needs the subject of any planning application). The draft proposals map shows the allocation as a dot which does not cover the full extent of the allocation. See below: see plan in attachment

By not including the extent of the site/allocation within the defined settlement boundary, the draft plan fails to recognise the allocation will form an important part of the settlement, the delivery of which is crucial to meeting identified needs. Accordingly, we believe this fails Test 2 (Is the plan appropriate?), and it may fail Test 3 (

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

7059 Object

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow objects to Policy SP2 in its current form.

The policy framework remains highly restrictive and the approach towards Minor Rural Settlements is considered to be too blunt and is not justified by evidence.

Policy SP2 should be amended. At the very least, it should be recast so that settlements such as St Nicholas are not treated as locations where only very limited growth can occur.

Change suggested by respondent:

Amend SP2.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7097 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The identification of St Athan as a 'Primary Settlement' is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7187 Support

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Fferm Goch is categorised as a Minor rural settlement within the Settlement hierarchy and given its size and range of facilities/services this is supported.

Wick and Culverhouse Cross have been elevated to Primary Settlements outside the SGA; this is supported given the range of facilities and services provided in these settlements. It is also supported that these settlements are able to provide affordable led residential development of up to 50 dwellings (delivering 25 affordable units).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7188 Comment

Document Element: SP2 – SETTLEMENT HIERARCHY

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The limit on small scale rural affordable housing led developments (RAHLD) to 25 for these settlements is questioned and further flexibility recommended on a case by case basis. The provision of an increased number of units in the Primary Non SGA settlements must not be at the expense of a wider number of smaller rural sites with the ability to sustain smaller communities across the Vale, especially given the shortfall in numbers as outlined above.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

6194 Object

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G recognise the importance of green wedges and other countryside land, for food production and suggest safeguarding land accordingly, aligned with housing growth. Our communities face challenges like poor health, climate change, and inequality, with a fragile food system vulnerable to shocks. The Welsh Government Community Food Strategy (2025) aims to develop diverse local food networks that work with nature not against it. Supportive policies are needed for small-scale horticultural farms to enable essential infrastructure, moving away from strict scrutiny and towards recognising genuinely necessary structures for agriculture, ensuring resilient and sustainable local food businesses.

Change suggested by respondent:

Include policies to safeguard land and encourage food production especially horticulture - recognising the need for encouragement for small scale food production farms which add to food security and enhance biodiversity.

Sound: No

Attachments: None

6202 Comment

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G note that TAN 6 is outdated, requiring local authorities to update their local development plans with more current rural related policies. Wales faces challenges in self-sufficiency for fruit and vegetables, and the outdated TAN 6 hampers sustainable rural community development. We suggest the Vale of Glamorgan Council adopt planning guidance on Rural Enterprise Dwellings for horticulture, as Powys Council has, to support rural enterprise development. We are happy to collaborate on policy wording and approaches based on existing evidence to encourage sustainable rural growth.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6328 Object

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: Penllyn Community Council (Clerk) [243]

Summary:

Provide additional or amended Planning policies [either free standing or within SP3 or HG5] to allow for single unit/micro development, by companies or individuals, of appropriate, affordable housing units within all communities including 'Hamlets and Smaller Rural Settlements' [in the Countryside] where this is supported by the local community and meets the requirements of SSC1.

These new/amended policy statements [alongside the existing requirements of SSC1 and HG5] could then be applied across all existing settlements and communities
currently classified as undefined 'Hamlets and Smaller Rural Settlements' and hence 'Countryside' to allow for controlled appropriate development of affordable homes to
meet the aspirations of Para 5.24. and the local Community.

Change suggested by respondent:

Provide additional or amended Planning policies [either free standing or within SP3 or HG5] to allow for single unit/micro development, by companies or individuals, of
appropriate, affordable housing units within all communities including 'Hamlets and Smaller Rural Settlements' [in the Countryside] where this is supported by the local community and meets the requirements of SSC1.

These new/amended policy statements [alongside the existing requirements of SSC1 and HG5] could then be applied across all existing settlements and communities
currently classified as undefined 'Hamlets and Smaller Rural Settlements' and hence 'Countryside' to allow for controlled appropriate development of affordable homes to
meet the aspirations of Para 5.24. and the local Community.

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/thb

6631 Comment

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Where developments are planned outside the specific main areas South Wales Police would ask that they are consulted about the proposed infrastructure and design of such developments. Early consultation is recommended with Designing Out Crime officers and South Wales Police Traffic Management.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6895 Support

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: Catesby Estates [3713]

Agent: Turley

Summary:

Policy SP3 – Development in the Countryside is clear that development will only be permitted in the countryside where it falls within one of the specified uses. This only includes Affordable Housing Exception Sites in respect of housing development. Catesby suggests that further development sites are required across the Vale in order to meet the Council's housing requirement, which should consider locations within the countryside where appropriate.

Catesby reiterates that the co-location of housing with existing infrastructure and facilities will be crucial to achieving the overall Growth Strategy of 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.

Catesby SUPPORTS development within these locations, particularly at Llandow. This is key in order for the Vale of Glamorgan to achieve part of its overarching vision, which states that "growth within rural settlements has provided for the needs of residents and supports balanced multi-generational communities that contribute to the vibrancy of the rural area".

Change suggested by respondent:

Catesby suggests that further development sites are required across the Vale in order to meet the Council's housing requirement, which should consider locations within the countryside where appropriate.

Catesby reiterates that the co-location of housing with existing infrastructure and facilities will be crucial to achieving the overall Growth Strategy of 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.

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3cc
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sn

7016 Object

Document Element: SP3 – DEVELOPMENT IN THE COUNTRYSIDE

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

The settlement boundary, defined by Policy SP2, excludes allocation site SP12 'Land at Bridge House Farm, Llanmaes, Llantwit Major' which is for a retail foodstore. Instead, the draft allocation abuts, but lies outside, the settlement boundary as currently drawn. Although draft Policy SP3 states that "Areas outside settlement boundaries that are not allocated or protected for a specific use will be defined as countryside we consider the settlement boundary must be extended at this location to include the allocation. Its exclusion is illogical and would fail to reflect the 'on the ground' position when this allocation is delivered. Moreover, its exclusion could confuse and may constrain any future minor development changes at the site (e.g. those needed to meet operational needs the subject of any planning application).
The draft proposals map shows the allocation as a dot which does not cover the full extent of the allocation. See below: See plan on attachment.
By not including the extent of the site/allocation within the defined settlement boundary, the draft plan fails to recognise the allocation will form an important part of the settlement, the delivery of which is crucial to meeting identified needs. Accordingly, we believe this fails Test 2 (Is the plan appropriate?), and it may fail Test 3 (Will the plan deliver) as its exclusion from the boundary may unduly impact the future site operation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

4863 Support

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Emma Reed [2653]

Summary:

Support the protection of open spaces within villages.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5910 Object

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Mr William Hart [1009]

Summary:

The new boundaries ignore the previously allocated green wedges. Green spaces to be kept free of development were identified previously and the whole concept of them has been ignored.

Change suggested by respondent:

The plan should honour previously identified green wedges.

Sound: No

Attachments: None

6001 Object

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Mr Rob G Thomas [683]

Summary:

VoGCC RLDP and Policy SSC1
BP46 Page 35
Item: Land at Rose Cottage
Colwinston, change ref.3
Type of change 1B

No justification to change boundary here.
Not rounding off
Impact on highway and the dangerous junction.
The Property has been for Sale for years and thus inclusion could result in further inappropriate development to an already expanded and converted small cottage if settlement boundary is changed.
Impact on Conservation area .
Impact on visual Amenities.

Change suggested by respondent:

Delete this Boundary change here as unnecessary and contradictions to VoGCC policies and methodology for Conservation areas

Sound: No

Attachments: None

6123 Object

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Ms Lucie Taylor [2506]

Summary:

When referring to protecting open space there should be reference to protecting active community managed green spaces. Open spaces can be formal and informal but either way, their merits are just as valuable.

Change suggested by respondent:

refer to the need to protect informal open spaces that have active community managed initiatives on site

Sound: No

Attachments: None

6772 Support

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon Homes support the premise of Policy SSC1, and the objective of directing development to areas within defined settlement boundaries. This approach will help reinforce sustainable growth patterns and prioritise development in locations well served by both existing and planned infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6965 Support

Document Element: SSC1 - DEVELOPMENT WITHIN SETTLEMENT BOUNDARIES

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

We welcome the requirement for new development to make efficient use of land and benefit from existing infrastructure provision or, where necessary, make provision for new infrastructure without any unacceptable effect on the natural environment (10).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4864 Object

Document Element: SP4 - PLACEMAKING

Respondent: Emma Reed [2653]

Summary:

I believe place making should occur in all settlements, including Rhoose, before major developments are approved. The community has not been involved but has been informed. Initial comments were summarised by officers rather than genuinely considered. Plan making should be community-led to ensure local acceptance, but the current drafts have failed to do so. Despite feedback, no positive changes have been made, except increasing housing on the Readers Ways site to balance the books.

Change suggested by respondent:

Rhoose to have a place plan before any further development is approved.

Sound: No

Attachments: None

5067 Object

Document Element: SP4 - PLACEMAKING

Respondent: Mr Shayne Wilford [2132]

Summary:

Placemaking is a joke. This policy destroys existing communities. There can be zero benefit from imposing huge inner city density housing estates on the green outskirts of smaller communities with little or no infrastructure or facilities. The resulting gridlock and poorer air quality together with the destruction of green spaces and hedgerow habitats can never be undone. History shows that all developments of this nature result in isolated communities and commuter brick box deserts. There is nothing of benefit to existing communities.

Change suggested by respondent:

The Authority need to revise their ideological fantasy policies around creating communities and active travel and recognise what happens in the real world outside of their offices and computers. We recognise the need for housing but better use of brownfield sites where more high-rise could be built together with smaller (max 100) developments that will have less local impact and therefore more community acceptance and nicer places to live..

Sound: No

Attachments: None

5906 Object

Document Element: SP4 - PLACEMAKING

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The HBF objects to the phrase at para 6.33 'Development will be favoured'.

The following wording should be added at an appropriate point: 'the Placemaking Statement should be proportionate to the scale of the development proposed.'

Remove the requirement for a placemaking statement.

Change suggested by respondent:

Amend the wording of the supporting text and policy accordingly.

Remove the requirement for a placemaking statement.

Sound: Yes

Attachments: None

6010 Object

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP4 requires “Placemaking Statements” for “all major developments”. It is observed that supporting paragraph 6.34 of the RLDP states that “Major development proposals6 must be supported by a Placemaking Statement to demonstrate clearly how proposals for new development will achieve placemaking. This Placemaking Statement should form part of the Design and Access Statement that will be a requirement for most major planning applications.”

It should be made clear in the wording of Policy SP4 that Placemaking Statements are not expected to be standalone documents as per supporting paragraph 6.34 of the RLDP.

Change suggested by respondent:

Policy SP4 should therefore be amended as follows:

“…Placemaking Statements will be required as part of Design and Access Statements for all major developments setting out how the proposal accords with Placemaking Principles…”

This amendment is necessary to ensure that Policy CI1 meets the second test of soundness (Is the Plan appropriate?).

Sound: No

Attachments: None

6084 Object

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP4 requires “Placemaking Statements” for “all major developments”. It is observed that supporting paragraph 6.34 of the RLDP states that “Major development proposals must be supported by a Placemaking Statement to demonstrate clearly how proposals for new development will achieve placemaking. This Placemaking Statement should form part of the Design and Access Statement that will be a requirement for most major planning applications.”

It should be made clear in the wording of Policy SP4 that Placemaking Statements are not expected to be standalone documents as per supporting paragraph 6.34 of the RLDP.

Change suggested by respondent:

Policy SP4 should therefore be amended as follows:

“…Placemaking Statements will be required as part of Design and Access Statements for all major developments setting out how the proposal accords with Placemaking Principles…”

This amendment is necessary to ensure that Policy CI1 meets the second test of soundness (Is the Plan appropriate?).

Sound: No

Attachments: None

6112 Object

Document Element: SP4 - PLACEMAKING

Respondent: Mr William Hart [1009]

Summary:

High density housing should be avoided. People have to live in them. Developers need to find ways of accomodating all people in comfortable housing. Once they are built, high density housing schemes will be around for a long time to the detriment of other residents.

Change suggested by respondent:

Mention of high density housing should be removed.
"Supports Public Transport" should be replaced with "Ensures adequate public transport is available, providing subsidies where necessary".

Sound: No

Attachments: None

6617 Comment

Document Element: SP4 - PLACEMAKING

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

TAN 12 recognises the Secured by Design initiative as a standard that has been shown to reduce crime.
TAN 12, paragraph states that 'Local authorities are advised to consult Designing out Crime Officers on pre-applications and planning applications for those developments where there is potential to eliminate or reduce crime through the adoption of suitable measures at the design stage. This is especially important for major developments such as new housing estates, industrial estates, shopping centres, leisure complexes, schools, and car parks. It is important to consult Designing out Crime Officers at as early stage as possible – by the time a formal application is submitted, the opportunity to take account of advice may already be limited.'
Policies that support the role of a Designing out Crime Officer and Secured by Design are as follows:
Secured by Design (SBD)
Planning Policy Wales (PPW)
Technical Advice Note (TAN) 12: Design
Section 17 of the Crime and Disorder Act 1998
Violence against women and Girls
The Angiolini Inquiry Part 2 First Report: Prevention of sexually motivated crimes against women in public
The Terrorism (protection of premises) Act 2025 (Martyn's Law)
Standard Tier and Enhanced Tier
Public Spaces

South Wales Police ask that all new developments are built to Secured by Design standards and that they work with The Vale of Glamorgan planning Department at the pre planning stage.
It is important when designing roads and footpaths to maximise the benefits of passive surveillance, and furthermore, when addressing safety and security of street layouts, public realm, and footpaths, that Secured by Design guidance is followed, this includes landscape design, lighting, layout of buildings, etc. to ensure that all roads and footpaths (including public rights of way) are safe, secure, and accessible for all, in support of the Violence Against Women and Girls (VAWG) agenda. Where a mix development e.g. housing and retail/other use (with ten or more units) applications should be referred to the designing out crime at the pre planning stage.
Where public realm is being planned to include active travel routes, designing out crime officers and Counter Terrorism Security Advisors should be consulted if the space falls under The Terrorism (protection of premises)Act 2025.
When planning parks and community space. Public consultation should take place, and the plans referred to the designing out crime officer. (The 'Safer Parks' research by Making space for women is a document that can offer up to date advice in relation to safety/ and inclusivity).
Secured by Design can be applied to historic building, contact should be made at the pre planning with the Designing Out Crime Officer.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6715 Comment

Document Element: SP4 - PLACEMAKING

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP4 Placemaking: Placemaking principles are clear and it is encouraging that prioritising the determinants of health and wellbeing during the design process are
included as one of the principles.

The placemaking statement forming part of the Design and Access statement is welcome to ensure any proposal aligns with the principles. The placemaking SPG will be key to consolidate guidance on physical activity, transport, climate resilience, mental wellbeing, access to food and food production, and inclusive design. Whilst this section focuses on design quality, density, and public spaces it does not explicitly incorporate food production or edible landscaping. Opportunities for multifunctional green spaces that produce food are missed, which could support local diets, biodiversity, and community engagement.

Change suggested by respondent:

Suggestion to include wording to support multi-functional green infrastructure consistent with placemaking principles:

"Development proposals, where appropriate, should incorporate productive landscapes, edible landscaping, rooftop or community growing spaces, and other
opportunities for local food production as part of multifunctional green infrastructure."

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6773 Support

Document Element: SP4 - PLACEMAKING

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In principle Persimmon Homes supports Policy SP4 and the aim of ensuring all new development is of high-quality sustainable design.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6906 Support

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

In principle Barratt Redrow supports Policy SP4 and the aim of ensuring all new development is of high-quality sustainable design.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6942 Support

Document Element: SP4 - PLACEMAKING

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members also felt similar about the inclusion and consideration of sustainable development through the specific strategy outlined in section 5 of the document and felt this linked in well with ongoing Placemaking work and its strategic approach as detailed in SP4.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7033 Object

Document Element: SP4 - PLACEMAKING

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

We note that Policy CC4: Renewable, Low and Zero Carbon Energy Generation is more distinct in seeking to safeguard a range of assets (including nature conservation interests and soil conservation interests) and we consider a similar policy approach may be useful for all development proposals. We also suggest that the placemaking strategic policy (Policy SP4) could be altered in order to highlight the Natural Environment alongside its current reference to the Historic Environment. We note that placemaking principles (Figure 11 - Identity) includes the need for development to respond to natural physical attributes of the site. This is an issue is linked to our site-specific comments (Section 4 below) where we cite, for example, the need to buffer woodlands, hedgerows and watercourses and preserve linear corridors.

Change suggested by respondent:

We suggest that the placemaking strategic policy (Policy SP4) could be altered in order to highlight the Natural Environment alongside its current reference to the Historic Environment.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7081 Support

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports Policy SP4 in principle. The emphasis on placemaking is fully consistent with Planning Policy Wales and with the Deposit Plan's wider design-led approach to development. The policy framework rightly seeks to ensure that major development is shaped by the placemaking principles from the outset.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7082 Comment

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

The wording of the policy should better reflect the position already set out in the supporting text so that there is no suggestion that applicants are expected to prepare a separate freestanding document in addition to the DAS.

Change suggested by respondent:

Amend wording of SP4.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7098 Support

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

We support the recognition that successful placemaking can add social, economic, environmental and culture value to new development. Placemaking is an important part of all developments brought forward by Barratt Redrow.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7099 Comment

Document Element: SP4 - PLACEMAKING

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The identification of high-level placemaking principles in the Deposit Plan is supported, but a degree of flexibility should be applied. Where developments are delivered on a phased basis, any mix of uses, residential densities etc may vary between each phase.

It should be made clear in the policy that the 'Placemaking Statement' is not expected to be a standalone statement but will form part of a Design and Access Statement.

Paragraph 6.33 should be amended to note that consultation will be 'encouraged' or similar.

There is a degree of crossover and repetition between Policy PGD1 and Policy SP4. For clarity and brevity of the Plan, a single policy could be taken forward.

Change suggested by respondent:

Amend Policy SP4.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7228 Object

Document Element: SP4 - PLACEMAKING

Respondent: Ms Lynne Squires [3520]

Summary:

I am concerned that the Plan, as currently drafted, does not ensure new growth will support strong, healthy, and inclusive communities.
Until the Council provides clear evidence and enforceable measures addressing community cohesion, housing mix, and health impacts, I cannot have confidence that the Plan is sustainable or fair.
I am concerned that the Plan does not explain how new housing and growth will integrate with existing communities.
There is a risk that rapid development could strain local services, schools, and community spaces, and make it harder for neighbours to get to know one another.
I would like to see evidence that social infrastructure will keep pace with population growth and that communities will remain inclusive and connected.
I am concerned that clusters of affordable housing in certain areas could lead to pockets of social exclusion or limit access to opportunities.
The Plan does not explain how it will ensure a good mix of housing types and tenures across the Vale.
I ask that the Council provide evidence that housing allocations will support socially balanced, inclusive communities.
I am concerned about increased traffic, air pollution, noise, and the loss of green spaces affecting health and wellbeing.
The Plan does not provide clear commitments to protect or improve accessible green spaces or safe walking and cycling routes.
I would like to see evidence that the Plan has assessed the health impacts of growth and will take steps to mitigate them.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/twp
Representation Form Annex - Redacted - https://valeofglamorgan.oc2.uk/a/twq

4570 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Mr David Barton [2683]

Summary:

Good highways with FREE CAR PARKING en masse otherwise people will be reduced to their own areas for life without a need to venture here or elsewhere which will hamper the economy irreversibly.

Change suggested by respondent:

as above mass free car parking and the removal of time-limited restrictions.

Sound: No

Attachments: None

4571 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Mr David Barton [2683]

Summary:

OK but integrate effective TA with underground discreet car parking that is free to encourage visitation and net expenditure.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5881 Object

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: HBF (Mr Mark Harris) [538]

Summary:

This policy in part duplicates the previous policy SP4 and a number of other policies in the plan; it is not considered necessary. This duplication causes confusion and extra work for those submitting planning applications.

Change suggested by respondent:

Delete the policy.

Sound: Yes

Attachments: None

6127 Object

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Ms Lucie Taylor [2506]

Summary:

While Policy SP4 affirms development should follow Placemaking principles and Policy PGD1 promotes well-designed, inclusive spaces, SF&G believe these need strengthening. Specifically by, promoting active lifestyles requires more detailed guidance on creating safe, accessible environments. We need to see encouragement for outdoor socialising, growing, and eating. Smaller, community-owned green spaces, suitable for food growing and involving local businesses, can effectively promote health and social cohesion. Such multi-functional, resilient green spaces support biodiversity, flood mitigation, and climate adaptation, offering diverse opportunities for communities to interact rather than just through active travel and play.

Change suggested by respondent:

refer to the need for communities to interact and socialise outdoors and ways this may be achieved. A small shelter next to a communal growing area could provide this at little expense.

Sound: No

Attachments: None

6596 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Mr David Barton [2683]

Summary:

Design Codes based on Traditional Vernacular Architecture should be utilised in preference to Design Guides.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/33d

6624 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Facilities shall be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go. Boundaries between public and private space shall be clearly defined and open spaces must have features which prevent unauthorised vehicular access. Communal spaces should not immediately abut residential buildings.

South Wales Police ask that all new developments are built to Secured by Design standards and that they work with The Vale of Glamorgan planning Department at the pre planning stage to ensure safe spaces.
Consultation with the community should be sought from the outset. Parks and green spaces must be designed with safety being the key driver especially for vulnerable groups such as women and girls (Safer Parks document).
It is important when designing roads and footpaths to maximise the benefits of passive surveillance, and furthermore, when addressing safety and security of street layouts, public realm, and footpaths, that Secured by Design guidance is followed, this includes landscape design, lighting, layout of buildings, etc. to ensure that all roads and footpaths (including public rights of way) are safe, secure, and accessible for all, in support of the Violence Against Women and Girls (VAWG) agenda. Where a mix development e.g. housing and retail/other use (with ten or more units) applications should be referred the designing out crime at the pre planning stage.
Car parks are designed and built to 'Park Mark' standards as per Secured by Design Non – Residential (Commercial) Guide.
South Wales Police Designing out crime officers and Traffic Management Officers to be consulted on the layout of developments at pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6774 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon question the need for both Policies SP4 and PGD1 as there is notable repetition between the two. In principle the criteria set out within the proposed policy aligns with our expectations, however there is a need to recognise that not all criteria will be able to be accommodated on development sites. Particularly given the need to accommodate other legislative requirements relating to environmental and economic matters that warrant equal consideration as part of the planning process.

Change suggested by respondent:

If the Council are minded to continue with this particular policy's inclusion, we request the proposed wording be updated to clarify that such the merit of such principles will be considered on a site-by-site basis rather than the current blanket approach suggested.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6907 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow question the need for both Policies SP4 and PGD1 as there is notable repetition between the two. In principle the criteria set out within the proposed policy aligns with our expectations, however there is a need to recognise that not all criteria will be able to be accommodated on development sites. Particularly given the need to accommodate other legislative requirements relating to environmental and economic matters that warrant equal consideration as part of the planning process.

Change suggested by respondent:

If the Council are minded to continue with this particular policy's inclusion, we request the proposed wording be updated to clarify that such the merit of such principles will be considered on a site-by-site basis rather than the current blanket approach suggested.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7100 Comment

Document Element: PGD1 - CREATING WELL DESIGNED AND INCLUSIVE PLACES

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

There is a degree of crossover and repetition between Policy PGD1 and Policy SP4. For clarity and brevity of the Plan, a single policy could be taken forward.

Change suggested by respondent:

Amend to be only one policy.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

4583 Comment

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Mr David Barton [2683]

Summary:

Low density must be pursued with Traditional Architecture used to mitigate against otherwise harmful effects.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4976 Object

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Emma Reed [2653]

Summary:

Further explanation is required to explain the role of settlements such as Rhoose and the density acceptable there. It is considered that the village exhibits spacious standards with bungalows and houses being the predominant housing type. A maximum of 30 dwelling per hectare after deductions is therefore considered a maximum for this area. In Barry Penarth etc 35 is appropriate due to its better facilities and infrastructure.

Change suggested by respondent:

Rhoose should have a maximum of 30 units per hectare to enable any developments permitted to fit in with the essentially rural nature of the village.

Sound: No

Attachments: None

6013 Support

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The approach to residential development densities in Policy PGD2 is consistent with paragraph 3.51 of PPW. The Land to the East of Colwinston allocation measures approximately 0.84ha and is therefore able to provide the minimum density of 30 dwellings per net hectare set out in Policy PGD2. It is noted that the Candidate Site Submission for Land to the East of Colwinston (Site ID: 453) was for a gross site area of 5.24ha and therefore if the allocation were to be expanded, up to 157 dwellings could be delivered at the site during the RLDP period.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6775 Comment

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Residential densities are supported as a principle, however, should not be so prescriptive as to unnecessarily restrict development. Policy PGD2 outlines that residential development over 0.5ha will be permitted where the proposed density achieves a minimum of 35 dwellings per net hectare within Key, Service Centre and Primary Settlements and 30 dwellings per net hectare in Minor Rural Settlements.

From a planning standpoint, Persimmon support the Councils approach to prioritise higher density development in Key Settlements, Service Centres and Primary Settlements. These locations are naturally better connected to existing transport infrastructure, modes of public transport, Active Travel routes and local services/facilities to accommodate future growth.

A minor point in relation to the policy wording is the 'dwellings per net hectare' and the removal of non-developable space in any calculations. Whilst this is normal, the increased requirements relating to SAB, green infrastructure requirements and increased ecological mitigation all have a direct impact on the remaining available land and it is positive to see there is an allowance for some flexibility.

The density requirement appears to be reasonable in its approach, and the flexibility to allow individual site adjustments (as per the remaining text within the Policy) is welcomed. As there will undoubtedly be occasions where the density will need to be considered in further detail due to other on-site factors/ mitigation measures.

Possibly update to highlight support for higher net densities being prioritised in Key, Service Centres and Primary Settlements which are naturally well served by regular public transport provision and Active Travel routes, or near to services and facilities.

Change suggested by respondent:

Possibly update to highlight support for higher net densities being prioritised in Key, Service Centres and Primary Settlements which are naturally well served by regular public transport provision and Active Travel routes, or near to services and facilities.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6908 Comment

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Residential densities are supported as a principle, however, should not be so prescriptive as to unnecessarily restrict development. Policy PGD2 outlines that residential development over 0.5ha will be permitted where the proposed density achieves a minimum of 35 dwellings per net hectare within Key, Service Centre and Primary Settlements and 30 dwellings per net hectare in Minor Rural Settlements.

A minor point in relation to the policy wording is the 'dwellings per net hectare' and the removal of non-developable space in any calculations. Whilst this is normal, the increased requirements relating to SAB, green infrastructure requirements and increased ecological mitigation all have a direct impact on the remaining available land and it is positive to see there is an allowance for some flexibility.

The density requirement appears to be reasonable in its approach, and the flexibility to allow individual site adjustments (as per the remaining text within the Policy) is welcomed. As there will undoubtedly be occasions where the density will need to be considered in further detail due to other on-site factors/ mitigation measures.

Change suggested by respondent:

Possibly update to highlight support for higher net densities being prioritised in Key, Service Centres and Primary Settlements which are naturally well served by regular public transport provision and Active Travel routes, or near to services and facilities.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7101 Comment

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

It is noted that the minimum density sought for sites within the Key, Service Centre and Primary Settlements is higher than that currently required by the adopted LDP. It is important that flexibility is adopted where proposed allocations in the RLDP crossover with existing LDP allocations. This is relevant to Church Farm, St Athan.
The inclusion of caveats recognising that lower densities can, in some cases, be acceptable is welcomed. It is important that the characteristics of each site/surrounding context can be taken into account, along with sites constraints and other technical requirements (such as SuDS).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7189 Support

Document Element: PGD2 – RESIDENTIAL DEVELOPMENT DENSITIES

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The policy is considered to meet the 3 tests of soundness.
The approach of policy PGD2 is also supported through the proposed density of the site North of Westwinds business park, Fferm Goch in HG4 (4).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5925 Object

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The HBF objects to the requirement to carry out a screening assessment relating to health impacts, as the plan has already considered the impact of the proposed developments on the health and well-being of communities through the strategic HRA and HIA and set out policies to address any concerns. Consequently, where a development is in line with policies in the local plan, a HIA should not be necessary for individual sites. Only where there is a departure from the plan should the Council consider requiring an HIA.

Further, if the developer complies with the other wording of the policy, then the development will have taken into account its impact on health, so why then carry out a screening assessment? The policy tests can be achieved without carrying out a screening assessment.

In terms of the requirement to complete a Healthy Placemaking Checklist, the policy refers to guidance in an SPG, which currently does not exist; this could lead to delays in the delivery of housing schemes. It also leads to uncertainty for developers who do not currently know what will be required. Placemaking is also required by other policies in the plan, and the health impacts of the plan have also been considered through the HIA process, so what additional information could such a document provide?

Change suggested by respondent:

Remove the requirement to carry out a screening assessment.

If the screening requirement is retained, the threshold should be set higher, as this would be an overly onerous requirement for smaller sites below 100 units.

Sound: Yes

Attachments: None

6015 Object

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

For major residential developments, Policy SP5 requires that a “Healthy Placemaking Checklist” be undertaken and for significant residential developments, a rapid HIA is required. The need to ensure that development proposals are designed to facilitate accessible healthy environments is recognised. However, there is a need to be cautious in applying additional policy burdens like HIAs to sites proposed for allocation in the RLDP that could go beyond what has been tested in the Viability Assessments submitted during RLDP preparation, especially for smaller sites. Policy SP5 as drafted therefore risks not achieving the third test of soundness (Will the Plan deliver?)

Change suggested by respondent:

There is a need to be cautious in applying additional policy burdens like HIAs to sites proposed for allocation in the RLDP that could go beyond what has been tested in the Viability Assessments submitted as part of the RLDP preparation, especially for smaller sites.

Sound: No

Attachments: None

6086 Object

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP5 requires that a “Healthy Placemaking Checklist” be undertaken for major residential developments and a "rapid HIA" be undertaken for significant residential developments. The need to ensure that development proposals are designed to facilitate accessible healthy environments is recognised. However, there is a need to be cautious in applying additional policy burdens like HIAs, especially for smaller sites. Policy SP5 as drafted therefore risks not achieving the third test of soundness (Will the Plan deliver?)

Change suggested by respondent:

Policy SP5 as drafted therefore risks not achieving the third test of soundness (Will the Plan deliver?)

Sound: No

Attachments: None

6131 Object

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Ms Lucie Taylor [2506]

Summary:

We note that Policy SP5 mentions 'enabling access to a healthy food environment', which is positive. We suggest the explanatory text should clarify what this entails, referencing the SPG on healthy placemaking and outlining potential characteristics of such spaces. It should also discuss less capital-intensive ways to promote health and wellbeing, including food growing spaces, which could help address health inequalities. Additionally, incorporating affordable housing within allocated sites offers further opportunities to support a healthy, inclusive environment and mitigate health disparities.

Change suggested by respondent:

reference to the different types of food growing spaces that can be provided to help create a healthy environment. less capital intensive ideas could be referred to our by referring the reader to the SPG on healthy placemaking.

Sound: No

Attachments: None

6625 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police would recommend that all new public space is designed to Secured by Design standards (Residential) Guide. Use the 'Safer Parks' document (research by 'Make Space for Girls') to design safe communal spaces. Designing Out Crime officers should be consulted at pre planning stage to give their recommendations for communal space.

Designing Out Crime Officers are consulted at pre planning to ensure public space is designed to ensure the space is safe and inclusive for all and especially vulnerable groups. (Safer Parks Document, Angelini Enquiry).
Where Health care facilities are proposed South Wales Police would ask that Secured by Design Commercial Guide /Hospitals Guide are followed and that the Designing Out Crime officer is consulted at the pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6716 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP5 Creating Healthy and Inclusive Places and Spaces: CAVUHB support the statement that 'Developers are required to undertake a screening assessment of their
proposal at the pre-application stage to identify the potential health impacts of their development'. CAVUHB agrees with the criteria set out in the table and would like to see examples/further guidance of 'other' developments where there is likely to be a significant impact on health and wellbeing. HIA should also consider the cumulative
impact across multiple smaller developments in the same area, and whether they trigger thresholds collectively.

Change suggested by respondent:

We suggest adding the word 'abilities' to the sentence '...enabling people of all ages, backgrounds and abilities to live in an environment that will support them to live
full, productive and prosperous lives.'

Suggestion to amend the paragraph to include reference to 'access' to services, for example 'A further role of the RLDP is to support the access to and delivery of
community, health and social care and wellbeing services within the community..'.

Suggestion to change wording from 'encouraged' to 'expected' for example:
Developers are expected to engage with the Health Board at pre-application stage to enable due consideration of healthcare infrastructure requirements.' The requirement
for HIA will assist with this expectation.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6717 Support

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

We welcome the requirement for new developments to conduct screening at the pre-application stage using the Council's Health and Wellbeing checklist and the rapid
HIA. We are keen that CAVUHB are involved in the development of the Healthy Placemaking SPG to consider how submitted HIAs will be assessed by the Council to
ensure Developers submit a quality HIA and implement the conclusions.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6718 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Amendment to organisation titles to: Cardiff and Vale University Health Board and Wales Health Impact Assessment Support Unit (Public Health Wales).

Change suggested by respondent:

Amendment to organisation titles to: Cardiff and Vale University Health Board and Wales Health Impact Assessment Support Unit (Public Health Wales).

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6776 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Policy SP5 is supported in principle insofar as it seeks to promote healthier and more inclusive places. However, to ensure the policy is robust and effective, it is important that it is supported by an up-to-date and clearly evidenced policy framework. In this regard, the supporting evidence base, particularly BP36 – Planning Healthy Places (June 2024), should be reviewed to ensure that the datasets referenced reflect the most recent available information. For example, life expectancy data currently cited (2018–2020) and indicators based on the Welsh Index of Multiple Deprivation 2019 should be updated where possible to reflect the most recent datasets, including the Welsh Index of Multiple Deprivation 2025 and any updated public health, active travel, air quality and demographic data.

Ensuring that the evidence base reflects the latest available information is necessary to demonstrate that the policy is justified and based on an accurate understanding of local health conditions and inequalities.

The policy framework should also be updated to reflect the Health Impact Assessment (Wales) Regulations 2025, which were approved by the Senedd in November 2025 and will come into force on 6 April 2027. At present, these forthcoming statutory requirements are not referenced within Policy SP5 or the supporting guidance. Given that the regulations will establish a statutory framework for the preparation of Health Impact Assessments in Wales, it will be important for the RLDP and supporting documents to clarify how the policy's screening, checklist and Rapid HIA requirements will interact with the statutory regime once implemented. Including reference to the regulations would help ensure that the policy remains aligned with national legislation and is future-proofed over the plan period.

The supporting Rapid Participatory HIA of the Deposit RLDP (BP3, September 2025) provides useful background regarding the Council's engagement with stakeholders in preparing the plan. However, it would be beneficial for the Council to clearly explain how the findings of that work have informed the specific requirements contained within Policy SP5. Providing a clearer link between the outcomes of the participatory HIA and the policy approach adopted in the RLDP would improve transparency and demonstrate that the policy has been shaped by the evidence gathered through the stakeholder engagement process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6909 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Policy SP5 is supported in principle insofar as it seeks to promote healthier and more inclusive places. However, to ensure the policy is robust and effective, it is important that it is supported by an up-to-date and clearly evidenced policy framework. In this regard, the supporting evidence base, particularly BP36 – Planning Healthy Places (June 2024), should be reviewed to ensure that the datasets referenced reflect the most recent available information. For example, life expectancy data currently cited (2018–2020) and indicators based on the Welsh Index of Multiple Deprivation 2019 should be updated where possible to reflect the most recent datasets, including the Welsh Index of Multiple Deprivation 2025 and any updated public health, active travel, air quality and demographic data.

Ensuring that the evidence base reflects the latest available information is necessary to demonstrate that the policy is justified and based on an accurate understanding of local health conditions and inequalities.

The policy framework should also be updated to reflect the Health Impact Assessment (Wales) Regulations 2025, which were approved by the Senedd in November 2025 and will come into force on 6 April 2027. At present, these forthcoming statutory requirements are not referenced within Policy SP5 or the supporting guidance. Given that the regulations will establish a statutory framework for the preparation of Health Impact Assessments in Wales, it will be important for the RLDP and supporting documents to clarify how the policy's screening, checklist and Rapid HIA requirements will interact with the statutory regime once implemented. Including reference to the regulations would help ensure that the policy remains aligned with national legislation and is future-proofed over the plan period.

The supporting Rapid Participatory HIA of the Deposit RLDP (BP3, September 2025) provides useful background regarding the Council's engagement with stakeholders in preparing the plan. However, it would be beneficial for the Council to clearly explain how the findings of that work have informed the specific requirements contained within Policy SP5. Providing a clearer link between the outcomes of the participatory HIA and the policy approach adopted in the RLDP would improve transparency and demonstrate that the policy has been shaped by the evidence gathered through the stakeholder engagement process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7083 Support

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the objective of creating healthy and inclusive places and spaces and agrees that health and well-being are legitimate and important planning considerations. The wider thrust of Policy SP5 is consistent with PPW's placemaking agenda and with the Deposit Plan's recognition that the built environment can have a significant influence on health outcomes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7084 Comment

Document Element: SP5 - CREATING HEALTHY AND INCLUSIVE PLACES AND SPACES

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Amend Policy SP5 and/or its supporting text to confirm that health assessment requirements will be applied proportionately, and that the outcomes of the checklist or rapid HIA may be integrated within other application documents, including the Design and Access Statement, Placemaking Statement and Green Infrastructure material, unless a standalone report is specifically justified.

Change suggested by respondent:

Amend wording of SP5.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

4585 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture will overcome challenges with housing quotas significantly if done authentically.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4802 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Cwmpas [1874]

Agent: Cwmpas

Summary:

The addition of a specific reference to community led housing within Policies HG1, HG2, HG3 akin to that within HG5 would enable to the benefits and reach of community led housing to be expanded into mainstream housing policies and allocations and not only Exceptions Policy.

Our comments and observations are such as to suggest that references could be further extended within the Housing policies and still be in accordance with the framework of PPW Edition 12, key to the evolution of these policies.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/scd

4977 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Emma Reed [2653]

Summary:

Rhoose a small settlement without major infrastructure is taking some 10 percent of the housing requirement with permissions outstanding at Rhoose Point and the new proposed development at Readers Way. This is a village which should not be taking such a high percentage of development when places like Llantwit Major Cowbridge and Penarth are taking virtually nothing in comparison.

Change suggested by respondent:

Reduction in the number of housing units in Rhoose until better infrastructure is provided. This would as a minimum include 2 trains per hour, 2 buses per hour, a comprehensive school, better retails and health facilities as well as improved road surface access. Until this happens Rhoose should be taking a maximum of 5percent of additional dwellings.

Sound: No

Attachments: None

5117 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

The Level of Growth - Homes and Jobs
The Deposit Plan (Policy SP1 & SP6) makes provision for 8,660 homes to deliver a housing requirement of 7,890 new homes (526 p/a) over the plan period 2021-2036, of which a minimum of 3,070 homes will be affordable. The flexibility allowance proposed by the Council is 9.8%. The delivery of new jobs is for 5,388 over the plan period (Policy SP14).

Homes: The 2018 WG Principal Projection results in a requirement of 431 units p/a, or 6,465 units over the plan period. The housing growth proposed in the plan (requirement) is around +1,425 units (22%) above the WG 2018 principal projection, the provision being +2,195 (34%) above. The Council consider the 10 year average housing completions to represent a more realistic level of growth to deliver the key issues the plan is seeking to address. The Council considers that a lower level of growth (2018 projection) is not appropriate because the projections do not take account of any policy decisions and were prepared in advance of the Covid-19 pandemic with implications for migration patterns and fewer jobs proposed.

BP8A (November 2025) considers the latest 2022 Welsh Government population and housing projections, noting they are higher than the 2018 based projections. The projections for the Vale of Glamorgan show significant variation in internal migration in particular which the Council considers should be treated with caution. The projections are trend based and are affected by specific factors that may have occurred within the previous 5 years. The 5 years in question included a period of high housebuilding associated with a newly adopted LDP, as well as the Covid 19 pandemic, where many students returned to home from term-time addresses and re-registered with GPs in the Vale.

Given the fluctuation in recent migration figures, the Council consider longer-term trends are more appropriate, and it is noted that the population change identified in the 10-year migration variant is of a similar level to that proposed under the RLDP projection. In conclusion, for the reasons identified above, despite the updated projections, the Council considers the RLDP housing requirement continues to represent a robust basis to deliver a sustainable and deliverable level of growth over the plan period. The Welsh Government does not object to the scale of housing contained within the plan.

The demographic evidence (February 2023, Edge Analytics) tested 12 growth scenarios comprising: demographic-led, dwelling-led, and employment-led scenarios. The preferred housing requirement is based on a 10-year dwelling-led scenario (526 dpa) that would result in a population growth of 9.7% over the plan period with an annual net in-migration of 1,009 persons. The Council considers this level of housing growth is deliverable with a large proportion met through existing commitments (51%) and a jobs total (4,875 jobs) that broadly aligns with the level of new jobs forecast in the Employment Land Study (5,338 jobs). Moreover, the scale of growth is considered by the Council to be compatible with Future Wales and the role the authority plays within the wider southeast region. With inward migration to the Vale of Glamorgan from Cardiff expected to slow as Cardiff's strategic sites deliver higher levels of housing and with employment opportunities in the Vale co-located with housing sites, there are further opportunities to reduce the high levels of out-commuting into Cardiff. Overall, this approach is proposed by the Council to deliver a level of growth that is balanced with the emerging Cardiff LDP and wider southeast region. The Welsh Government does not object to the level of growth proposed in the plan.

We note that historic completion rates in the Vale of Glamorgan have fluctuated considerably over recent years. The past 10-year (2011-2021) average completion rate is 526 dwellings p/a. This has been exceeded over the last 5-years (2016-2021) with 698 dwellings constructed p/a. Build rates in recent years are in part attributed to the delivery of the current adopted LDP strategy that has more of a 'rural settlement' focus, with multiple sites across many settlements being built out. Replicating this approach going forward (10,470 dwellings) would not comply with FW/PPW in terms of sustainable development and transport, potentially adversely impacting on Cardiff's growth strategy. On this basis, the Council considers that achieving 526 dwellings p/a in the preferred 10-year dwelling-led scenario is sustainable and deliverable and would provide a level of job growth (5,338 jobs) that is balanced with the housing requirement. The Welsh Government does not object to the level of housing proposed in the plan but demonstrating delivery of the key housing sites will be essential.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5455 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mr David Entwistle [3264]

Summary:

The housing requirement stated by the plan seems unsustainable and unrealistic. If only two if the key sites were to fall through the the amount of houses supposedly required cannot be reached. The figures around required housing for a start are questionable. Migration from outside the Vale taking up housing stock needs to be addressed. Priority should be given to the well being and daily lives of existing residents first and foremost and housing for people born within the Vale.

Change suggested by respondent:

The amount housing required needs to be more realistically recalculated and priority given to housing for people born and already living within the Vale. The issue of migration from outside the area placing additional stress on the limited housing stock needs to be addressed first and foremost. The employment land goals should also be greater and be aligned with solid infrastructure improvements to actually encourage real long term sustainable business to move to the area.

Sound: No

Attachments: None

5633 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mrs Karine Dubois-Jones [3322]

Summary:

Where do those figures come from? Aren't they over estimated for the Vale?
Many houses have been built in the last few years but the infrastructure has NOT been improved, especially the transport system and the medical centre under much pressure as it is. Driving around the Vale and into Cardiff is becoming a nightmare and causing much stress to workers (not everyone works from home!!) and families.

Change suggested by respondent:

Could not exisiting buildings which are abandoned be repurposed? Instead of using green land and crucial farming areas, could not more brown land be used?

Sound: No

Attachments: None

5940 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The housing requirement and the number of homes delivered through new allocations should be increased to make the plan more ambitious and align with Future Wales and the Vales' identified role as a national growth area.

The flexibility allowance should be increased to 15%. The Development Plan Manual 3 suggests 10% should be the starting point. A higher figure is considered appropriate due to the low level of new allocations and the limited number of key sites allocated in the plan. This means the plan has a heavy reliance on a small number of sites, which would suggest the need for greater flexibility provided through a range of additional smaller sites.

Change suggested by respondent:

Increase flexibility to 15%.

Increase the number of dwellings on allocated sites and increase the range of site sizes allocated.

Sound: Yes

Attachments: None

6018 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Even with this 9.8% flexibility allowance in place, 8,660 is still 10.0% lower than the predicted household increase of 9,623 in the Vale of Glamorgan based on Welsh Government's 2022-based household projections for VoG over the RLDP period.

BDWR endorses the incorporation of a flexibility allowance, as is required by paragraph 5.59 of the Development Plans Manual (2020). However, it is considered that the flexibility allowance needs to be increased to a minimum of 15-20% (like Monmouthshire and Swansea respectively) to ensure that the ambitious anticipated annual build rate of between 885-906 dpa from 2027/28 to 2030/31 can be achieved.

Change suggested by respondent:

In order for Policy SP6 to meet the third test of soundness (Will the plan deliver?), it is evident that additional sites will need to be allocated and existing allocated sites will need to be expanded to accommodate further dwelling numbers. Allocation HG4(1) is potentially capable of delivering greater than the 25 dwellings currently allocated.

Sound: No

Attachments: None

6050 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mrs Gill Sims-Williams [654]

Summary:

RHOOSE READERS WAY:
Policy SP6- Rhoose seeing high order settlements than any other Vale Village. Object strongly to the massive amount of houses planned for readers way.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rc

6054 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The RLDP's proposed housing target of 526 dwellings per year over ten years is unambitious, as recent delivery exceeded this figure outside pandemic years. The target is based on past averages, which include periods of low delivery, and ignores demographic trends and unmet needs. Given the Vale of Glamorgan's role within the National Growth Area in Future Wales, maintaining historic delivery rates does not reflect its strategic importance or the national policy emphasis on growth, making the current target insufficient and not aligned with its designated growth role.

Change suggested by respondent:

As set out in our representations to RLDP Policy SP1 and SP6, the level of housing growth in the VoG should be far more aspirational than currently set out in the RLDP.

Sound: No

Attachments: None

6057 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP1's target of 7,890 dwellings, including 3,070 affordable homes, is insufficient to meet current and projected housing needs in VoG, which are estimated to require over 10,000 dwellings to address demographic growth and backlog unmet needs. The proposed flexibility allowance of 9.8% should be increased to 15-20% (like in Monmouthshire and Swansea) to achieve the ambitious build rate set out in the Housing Trajectory. Policy SP1 does not adequately account for the actual demand, particularly for affordable housing, which is significantly under-provided relative to identified needs.

Change suggested by respondent:

In order for Policy SP1 and SP6, to achieve Test 2 (Is the Plan appropriate?) and Test 3 (Will the Plan deliver?), Policy SP1 and SP6 must be updated to accommodate a greater level of housing delivery based on the most up-to-date evidence.

Policy SP1 also states that: “The primary focus of housing growth within the Vale shall be within the Strategic Growth Area as identified on the Key Diagram. New housing developments will be concentrated in the following locations, which are served by existing public transport routes and provide the opportunity to enhance sustainable transport connectivity:

- Barry
- Penarth
- Llantwit Major
- Cowbridge
- Dinas Powys
- Rhoose
- St Athan
- Llandough
- Sully

Outside of the Strategic Growth Area, the allocation of new sites will be limited to small-scale affordable housing led sites in appropriate primary and Minor Rural Settlements.”

In order to accommodate the additional level of housing growth the VoG needs, both the Strategic Growth Area settlements, and the Primary and Minor Rural Settlements will need to be allocated additional housing sites. Land at Primrose Hill, Cowbridge (Site ID: 455) can assist greatly in accommodating this additional housing need in a sustainable location. The site is adjacent to the higher order Strategic Growth Area settlement of Cowbridge, has limited physical and environmental constraints and is capable of providing up to 220 dwellings at a density of 35 dwellings per hectare.

Sound: No

Attachments: None

6060 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP6 plans for 8,660 homes comprising a 9.8% flexibility allowance on a target of 7,890. This should be increased to 15-20% (like in Monmouthshire and Swansea) to meet the ambitious build rate set out in the Housing Trajectory. Household projections indicate a 22% increase from 57,676 to 67,299 by 2036, requiring approximately 10,008 dwellings, which exceeds the current target in the RLDP. Policy SP1 and SP6 do not sufficiently address unmet affordable housing needs as the 2023 LHMA identifies a need for 1,075 affordable dpa over the next 5-years based on principal projections or 1,114 based on RLDP projections.

Change suggested by respondent:

In order for Policy SP1 and SP6, to achieve Test 2 (Is the Plan appropriate?) and Test 3 (Will the Plan deliver?), Policy SP1 and SP6 must be updated to accommodate a greater level of housing delivery based on the most up-to-date evidence.

In order to accommodate the additional level of housing growth the VoG needs, both the Strategic Growth Area settlements, and the Primary and Minor Rural Settlements will need to be allocated additional housing sites. Land at Primrose Hill, Cowbridge (Site ID: 455) can assist greatly in accommodating this additional housing need in a sustainable location. The site is adjacent to the higher order Strategic Growth Area settlement of Cowbridge, has limited physical and environmental constraints and is capable of providing up to 220 dwellings at a density of 35 dwellings per hectare.

Sound: No

Attachments: None

6619 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Ensure early consultation with the Designing Out Crime Officer and to achieve Secured by Design on all new developments and refurbishments.

All Welsh Government funded homes MUST meet secured by Design Gold or in the case of a refurbishment Silver.
Consultation with the Designing Out crime Officer should take place at the pre planning stage when an application for Secured by Design should also be made.
Where a change of use/ mixed use retail, community leisure and active travel routes are planned Secured by Design Residential and Commercial guides should be applied. Early consultation with Designing out crime officers particularly in the Town Centres is recommended.
Designing Out Crime Officers should be consulted at the concept stage of a development, where there are 10 or more housing units and in the case of commercial space 1000 square metres.
South Wales Police Designing Out Crime Officers to work in partnership with the Vale of Glamorgan Council Planning Department to compile a specific planning guidance in relation to Houses of multiple occupancy.
South Wales Police would ask that all flats/ apartments' conversions meet WDQR (Welsh Design Quality Standards) and achieve at least a Secured by Design silver award.
In the case of the change of use of residential land or properties, South Wales Police would ask that any change of use application is sent to South Wales Police Designing out crime officers.
South Wales Police are involved in discussion with the Vale of Glamorgan Planning Department and the compilation of Specific planning guidance to cover co-living and similar shared facility developments.
Where co- living developments are proposed to deliver a balanced housing mix. South Wales Police would ask that the pre planning discussions take place with the Designing Out Crime officer and that the development is built to Secured by Design standards as set out in the most current Secured by Design Residential Guide.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6701 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Asbri Planning

Summary:

Overall Growth Levels (Policy SP6)

It is acknowledged that the preferred growth option (dwelling-led 10 Year scenario), upon which the RLDP housing requirement figure is based, reflects what has been delivered in the Authority in recent years, and is considered by the Authority to be realistic and suitably ambitious given the Vale's position within the National Growth Area. However, as a general comment, it is considered that targeting a higher/more ambitious growth rate would be appropriate.

In reviewing the most recent LDP Annual Monitoring Report (Vale of Glamorgan LDP 2011-2026, 7th Annual Monitoring Report, 1st April 202431st March 2025) (published October 2025), it is clear that there is a shortfall in housing delivery in the Vale of Glamorgan. It is stated that: "Between 1st April 2011 and 1st April 2025, a total of 6,999 dwellings were completed within the Vale of Glamorgan of which 4,641 units were general market dwellings against the 2025 AMR target of 6,387 that should have been developed at this point in the plan period, in accordance with the target. The number of additional general market dwellings delivered is 27.3% below the monitoring target". In light of the fact that there is a significant shortfall in housing delivery (i.e.
currently 27.3% lower than the LDP target), it is considered that a higher growth level for the Replacement Plan period would assist in rectifying under-delivery, allowing for housing completions to be better aligned with evidence of need (rather than repeating past shortfalls).

On February 12th 2026, the Welsh Government published updated estimates of additional housing need in Wales. The figures replace the 2019-based estimates and draw on the latest available data, including the 2022-based household projections published in late 2025. In summary, Welsh Government identify that there is a current estimated existing unmet need of 9,400 housing units. Estimates of existing unmet need have increased by 64% since the 2019-based estimates, due to a rise in homeless households in temporary accommodation.

In terms of future housing need, on average, between 7,800 and 9,300 additional housing units are estimated to be needed annually over the five-year period from July 2025 to June 2030, with a central estimate of 8,700 from newly arising need. The estimated newly arising need for July 2025 to June 2030 is higher than in the 2019-based estimates. This increase reflects higher projected household growth in the 2022-based household projections compared with the 2018-based projections used previously.

The Authority will need to give detailed consideration to the implications of the updated estimates of housing need. As the most up to date projections, the Replacement LDP must properly account for the new dataset to ensure soundness of the plan. In this regard, it is stated at Paragraph 5.34 of the Development Plans Manual that "In terms of considering the level of housing provision for a plan, the most up-to- date suite of Welsh Government population and Household Projections are a fundamental
part of the evidence base." Accordingly, Paragraph 5.35 goes on to state that "All LPAs should use these projections and the resultant household numbers when considering the level of housing provision for a plan period".

In light of the February 2026 publication of updated estimates of housing need in Wales (which indicate
a substantial increase in both existing unmet housing need and newly arising need), and in the context of the existing under-delivery of units evidenced within the most recent LDP AMR (i.e. which identifies a shortfall in housing delivery of 27.3% on the adopted LDP target), it is considered essential that the overall growth levels for the Replacement Plan are revisited (and increased accordingly).

Change suggested by respondent:

That the overall growth levels for the Replacement Plan are revisited (and increased accordingly).

Sound: Not specified

Attachments:

Persimmon Submission - https://valeofglamorgan.oc2.uk/a/367

6738 Support

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam are generally supportive of the aims of this policy. The housing requirement should reasonably be seen as the minimum number of homes that the RLDP should be aiming to deliver.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6766 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the overall principle of a medium growth strategy. However, given the Vale's position within the Cardiff Capital Region and its designation as a national growth area, we maintain that the proposed RLDP should be more ambitious when it comes to overall housing targets. Drawing on examples from Bridgend (14% flexibility), Swansea (20%), and Monmouthshire (15%), alongside evidence of historic under-delivery and recent Welsh Government household projections, there are sufficient grounds to warrant increasing the proposed flexibility allowance to a minimum of 15%, equating to a total requirement of 9,074 homes up to 2036.

The housing requirement is based on average completion rates over the first ten years of the adopted Local Development Plan. However, a higher rate of housing delivery is demonstrably achievable. Annual completion rates peaked at 917 dwellings, with six of the ten monitoring years exceeding the 526 per annum figure currently relied upon. This demonstrates that delivery capacity within the Vale has historically operated well above the proposed requirement and should therefore provide confidence that a higher housing target could realistically be achieved. A five-year average build rate of 780 units per annum was acheived between 2016 and 2021.

The ten-year average delivery rate fails to acknowledge that this period included the Covid-19 pandemic and at a time where construction costs experienced significant inflation.

The current adopted plan predates the publication of Future Wales: The National Plan 2040 and the Vale's position within a national growth area. As such, pursuing an approach which seeks to maintain historic delivery rates is not considered to reflect this enhanced role and arguably lacks the level ambition set out at a national level. The proposed housing requirement should therefore be uplifted to positively respond to such matters in order to ensure conformity with Future Wales and regional aspirations.

Increasing the overall housing target would also act as a catalyst to enhance the delivery of affordable housing which is identified as a key objective for the RLDP.

The DPM is explicit in that the most up-to date suite of Welsh Government Population and Household Projections must form the foundation of any evidence base. The 2022-based Local authority household projections (Dated 20th November 2025) and 2025-based estimates of additional housing need (Dated 12th February 2026) have been published. The results show that whilst the overall number of households in Wales is projected to increase by around 98,500/ 7.2%and the Vale has the largest percentage increases (up 11.7%).

It remains unclear whether existing unmet need has been fully factored into the overall housing requirement. This is particularly important in the context of the Welsh Government's 2025-based estimates which identify 9,400 units of unmet need at a national level and a requirement for 8,700 additional homes per annum over the next five years simply to address newly arising need. There is a compelling justification for a further uplift in housing numbers to ensure the Plan proactively addresses both existing and emerging need. Increasing the overall housing requirement would directly enhance the overall delivery rate for affordable homes which is crucial in a local authority area with the highest affordability ratio in Wales.

Change suggested by respondent:

Drawing on examples from Bridgend (14% flexibility), Swansea (20%), and Monmouthshire (15%), alongside evidence of historic under-delivery and recent Welsh Government household projections, there are sufficient grounds to warrant increasing the proposed flexibility allowance to a minimum of 15%, equating to a total requirement of 9,074 homes up to 2036.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6820 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mr Ian Fairweather [1225]

Agent: Boyer Planning

Summary:

There are concerns regarding a need for a higher housing level and the need for development to be appropriate placed in sustainable allocations in a settlement in which people want to live is still relevant.

Drawing on examples from Bridgend (14% flexibility), Swansea (20%), and Monmouthshire (15%), alongside evidence of historic under-delivery and recent Welsh Government household projections, there are sufficient grounds to warrant increasing the proposed flexibility allowance to a minimum of 15%, equating to a total requirement of 9,074 homes up to 2036.

To accommodate this increased in flexibility allowance and over all housing numbers, it should be outlined that smaller sites typically deliver more quickly, are less infrastructure-dependent, and increase build-out rates through diversification.

Change suggested by respondent:

Policy SP6 should therefore be amended to increase the flexibility margin to up to 15%, with consequential allocation of additional small and medium-sized sites.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/397

6853 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey maintains that the current housing requirement in the Deposit Revised Local Development Plan (RLDP) is fundamentally undervalued. By relying on a ten-year dwelling-led scenario, the methodology incorporates a period of suppressed supply caused by the delayed adoption of the previous plan. Taylor Wimpey argues that the council must instead align with Planning Policy Wales (PPW) by utilising the latest 2022-based household projections. This shift would increase the housing requirement from the proposed 7,587 units to 9,623 units to accurately reflect demographic evidence.

Regarding the flexibility allowance, Taylor Wimpey asserts that the proposed 10% buffer is insufficient. Evidence from the Annual Monitoring Report 2024-2025 reveals a 20.7% shortfall in completions against previous targets. Consequently, the firm recommends increasing the flexibility allowance to 20%, mirroring recent adjustments made by neighboring authorities like Bridgend, to ensure the housing requirement is actually met despite potential site non-delivery.

Taylor Wimpey also raises significant concerns regarding the reliability of the current land bank and windfall allowances. They suggest a 20% non-delivery discount should be applied to sites with planning permission to account for viability, site constraints, and landowner intentions. Similarly, the firm argues that windfall projections are overly optimistic; following the precedent set by Cardiff Council, they recommend reducing the windfall allowance to 75% of the ten-year average as easily developable sites become increasingly scarce.

Furthermore, Taylor Wimpey disputes the inclusion of certain "rolled forward" sites from the previous plan, specifically land at Pencoedtre Lane and Eglwys Brewis Road. These sites, totaling 370 homes, have failed to deliver despite long-standing policy support due to viability and technical constraints. Taylor Wimpey recommends their removal from the supply tables to maintain a realistic outlook on deliverability.

In conclusion, Taylor Wimpey suggests that the combination of a higher housing requirement, an increased flexibility buffer, and more cautious supply assumptions creates a significant deficit. They calculate that the RLDP must identify new allocations for an additional 3,872 homes to ensure a robust and sound development strategy for the region.

Change suggested by respondent:

The 2022-based Welsh Government Projections should be used to determine the housing requirement, not the 2018-based projections.

The 10% flexibility allowance is insufficient and should be increased to 20%.

A 20% non-delivery allowance on land bank sites should be included.

Housing numbers from Windfall Sites should be reduced by 25%, following Cardiff Council's approach.

The deliverability of the rolled forward sites is clearly uncertain and should be removed from the Plan.

Taylor Wimpey have provided a suggested Housing Supply table.

Sound: No

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6860 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Mr Andrew Raymond [1170]

Agent: Boyer Planning

Summary:

Concerns are raised regarding the overall housing requirement and the level of flexibility incorporated within the Plan. Policy SP6 currently establishes a housing requirement of 7,890 dwellings over the Plan period and includes a flexibility allowance of 10%, resulting in an overall provision of 8,660 dwellings. Whilst the inclusion of a flexibility allowance is supported, it is considered that a 10% allowance may not be sufficient to ensure resilience within the housing trajectory. Recent experience from other Local Development Plans across Wales has demonstrated the importance of incorporating higher flexibility allowances to account for delivery uncertainty, infrastructure constraints and potential delays to larger strategic sites.

For example, other authorities have incorporated flexibility allowances in excess of the standard 10% to ensure the robustness of their housing supply and to provide a greater degree of adaptability should circumstances change during the Plan period.

Change suggested by respondent:

It is considered that the Vale of Glamorgan RLDP should incorporate a flexibility allowance of at least 15%. This would provide additional resilience within the housing trajectory and reduce reliance on a limited number of larger strategic allocations.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vf

6899 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow maintain that a higher growth option should be followed. Given the Vale's position within the Cardiff Capital Region and its designation as a national growth area, we maintain that the proposed RLDP should be more ambitious when it comes to overall housing targets. Drawing on examples from Bridgend (14% flexibility), Swansea (20%), and Monmouthshire (15%), alongside evidence of historic underdelivery and recent Welsh Government household projections, there are sufficient grounds to warrant increasing the proposed flexibility allowance to a minimum of 15%, equating to a total requirement of 9,074 homes up to 2036.

Change suggested by respondent:

Drawing on examples from Bridgend (14% flexibility), Swansea (20%), and Monmouthshire (15%), alongside evidence of historic under-delivery and recent Welsh Government household projections, there are sufficient grounds to warrant increasing the proposed flexibility allowance to a minimum of 15%, equating to a total requirement of 9,074 homes up to 2036.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7040 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

We would object to the expected numbers of completions expected during the Plan period, given that there are a number of issues with delivering housing in Wales and given past completions rates for The Vale of Glamorgan. Again, this results in the Plan being at risk of not delivering the level of housing expected based on the sites allocated – including any windfall sites.

It considered that, as a minimum, the units carried over from the LDP (without planning permission) should be a surplus to the housing supply proposed for the RLDP, as opposed to being relied on to deliver the housing need over the Plan period. Without a re-apportioning of the housing supply, it is considered that the Plan would heavily rely on the contingency (i.e. rolled forward LDP sites) coming forward in the Plan period, yet there is uncertainty that these will yield in full over the new Plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7062 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow objects to Policy SP6.

Whilst we support the Council's intention to plan positively for housing growth through an up-to-date RLDP, the proposed housing requirement of 7,890 dwellings is not considered sufficiently ambitious and, in our view, is no longer justified by the most up-to-date evidence.

Policy SP6 should be amended to provide for a higher housing requirement. The precise figure is ultimately a matter for examination, but the current requirement is too low, too closely tied to past build rates, and insufficiently responsive to updated Welsh Government projections and housing need evidence. Additional evidence is required to identify the scale of new homes necessary, with alternative scenarios considered rather than simply extrapolating previous delivery trends.

Barratt Redrow also objects to the level of flexibility embedded within Policy SP6. In our view, a 10% flexibility allowance is not sufficient in the context of this Plan. The Plan's reliance on rolled-forward sites and key sites means that a modest flexibility allowance of 10% does not provide a sufficient margin of safety.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm

Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7063 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Whilst we fully support the Council in looking to address issues of affordability, we consider that an increase in the housing requirement and subsequent increase in housing supply (both open market and affordable) should be pursued.

Windfalls account for a significant proportion of the supply and provide less certainty over geographical distribution and delivery and rolled forward allocations require careful justification if they are to be relied upon as part of the plan's effective provision.

In our view, the sounder approach would be to increase the flexibility allowance from 10% to 15% and broaden the supply base through the inclusion of additional sustainable and deliverable sites.

Change suggested by respondent:

Increase flexibility allowance.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm

Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7091 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

Based on Welsh Government's 2022-based household projections and the DPM, the number of overall dwellings identified will not meet the identified housing growth needs of VoG for the RLDP period. The Council should review the position in terms of the updated household projections. In order to achieve the third test of soundness (Will the plan deliver?), the policy must be updated to accommodate a greater level of housing delivery that reflects the most up to date evidence and align with Future Wales and the Vale's identified role as a National Growth Area.

Change suggested by respondent:

Amend to accommodate a greater level of housing delivery.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7092 Comment

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The provision of a flexibility allowance is supported, but it should be increased to 15%. A higher figure is considered appropriate due to the low level of new allocations, the limited number of key sites allocated in the plan and the need to increase the level of required growth.

Change suggested by respondent:

Higher flexibility allowance.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7140 Object

Document Element: SP6 - HOUSING REQUIREMENT

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

We would object to the expected numbers of completions expected during the Plan period, given that there are a number of issues with delivering housing in Wales and given past completions rates for The Vale of Glamorgan. Again, this results in the Plan being at risk of not delivering the level of housing expected based on the sites allocated – including any windfall sites.

It considered that, as a minimum, the units carried over from the LDP (without planning permission) should be a surplus to the housing supply proposed for the RLDP, as opposed to being relied on to deliver the housing need over the Plan period. Without a re-apportioning of the housing supply, it is considered that the Plan would heavily rely on the contingency (i.e. rolled forward LDP sites) coming forward in the Plan period, yet there is uncertainty that these will yield in full over the new Plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

5118 Support

Document Element: SP6 - HOUSING REQUIREMENT, Table 2: Housing Supply

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

The Welsh Government notes that BP0A identifies small and large windfalls, based on historic trends of 53/yr and 80/yr respectively. Also, the large windfalls are not included in the first two years of the trajectory, as per the DPM. A non-delivery allowance of 5% is identified, which reflects local characteristics in the Vale of Glamorgan. A flexibility allowance of 9.8% has been factored into the provision. The Welsh Government supports this approach, although whilst Appendix 1 contains a housing trajectory, there is no table to mirror that of Table 21, DPM. This should be included in Appendix 1.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6771 Comment

Document Element: SP6 - HOUSING REQUIREMENT, Table 2: Housing Supply

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Existing land supply - The proportion of dwellings set to be accounted for within the Vale of Glamorgan's existing landbank (3,837 units) is considered excessive given it represents 44.3% of the Council's overall housing requirement.

Windfall - The Council anticipate 1,303 dwellings coming forward in the form of windfall sites. This accounts for both small and large sites which in turn represents around 15% of the Council's overall housing requirement. We do not contest the overall windfall provision or the projected delivery rate of 87 dwellings per annum up to 2036, but it is important to recognise that based on past trends the annual number of homes which comes forward on windfall sites varies significantly year on year. periods of abnormally high or low completions should be considered inappropriate/anomalies when extrapolating future rates of windfall sites.

Change suggested by respondent:

The RLDP should incorporate a greater flexibility allowance to provide certainty that any shortfalls/fallow periods are offset and enable a more consistent supply of homes to be achieved over the plan period as a whole.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6904 Comment

Document Element: SP6 - HOUSING REQUIREMENT, Table 2: Housing Supply

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Existing land supply - The proportion of dwellings set to be accounted for within the Vale of Glamorgan's existing landbank (3,837 units) is considered excessive given it represents 44.3% of the Council's overall housing requirement.

Windfall - The Council anticipate 1,303 dwellings coming forward in the form of windfall sites. This accounts for both small and large sites which in turn represents around 15% of the Council's overall housing requirement. We do not contest the overall windfall provision or the projected delivery rate of 87 dwellings per annum up to 2036, but it is important to recognise that based on past trends the annual number of homes which comes forward on windfall sites varies significantly year on year. periods of abnormally high or low completions should be considered inappropriate/anomalies when extrapolating future rates of windfall sites.

Change suggested by respondent:

The RLDP should incorporate a greater flexibility allowance to provide certainty that any shortfalls/fallow periods are offset and enable a more consistent supply of homes to be achieved over the plan period as a whole.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

5073 Object

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Mr Shayne Wilford [2132]

Summary:

Why are smaller communities taking the brunt of this housing drive. 1000's of houses in Rhoose, St Athan etc. Destroys community cohesion and identity and turns small communities in the Vale into identikit commuter deserts. Creating large high density (previously greenfield) estates to satisfy developers and the Authority's wish for higher planning gain should not take preference over brownfield sites in larger towns where more high rise could be considered to maximise numbers (like Cardiff & Cardiff Bay.

Change suggested by respondent:

Larger towns should take a larger share of developments/ Where are the sites in Barry, Penarth, Cowbridge, Llantwit Major? Larger towns will have a larger amount of brownfield development land - eg Barry Docks, Llandow. There is ample space for smaller better integrated developments in the rural vale that could be done without massive community upheaval and environmental damage.

Sound: No

Attachments: None

5644 Object

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Housing sites are concentrated around Barry, Rhoose St Athan which will create an enormous traffic problem on Port Rd West which is heavily congested at peak times.
The allocation of new housing does not take into consideration the services such as healthcare & schools which are already over subscribed.

Change suggested by respondent:

Scrap the existing LDP & come up with an LDP that is fair for all Vale residents & spread out smaller developments in all areas of covered by the Vale not just large developments in Barry St Athan & Rhoose.

Sound: No

Attachments: None

6076 Comment

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Cowbridge comprises a sustainable self-contained settlement with regards to access to services such as primary and secondary schools, shops including supermarkets, medical services at the medical practice and pharmacy, sports activities including a leisure centre, a library and places of worship. Cowbridge has excellent connections to the A48 with regular bus services that provide access to Cardiff, Porthcawl and Llantwit Major. In order for the RLDP to achieve the second test of soundness (Is the Plan appropriate?), more housing growth should be located at Cowbridge owing to its sustainable location as a Service Centre Settlement.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6686 Comment

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Powells (Mr Stuart Leaver, Head of Planning & Land Promotion) [887]

Summary:

The Deposit RLDP identifies Culverhouse Cross as a Primary Settlement outside the Strategic Growth Area within the settlement hierarchy. However, despite this designation, the RLDP allocates no housing growth whatsoever within Culverhouse Cross.

This creates a clear inconsistency between the settlement hierarchy and the spatial distribution of development. If a settlement is identified within the hierarchy as capable of supporting development, the development plan should logically identify opportunities through which that growth can occur. The absence of any allocations, windfall capacity or clearly defined delivery mechanisms means that the designation has no practical effect within the spatial strategy.

The failure to allocate development in Culverhouse Cross has several important consequences for the effectiveness of the Plan.

• Unmet Local Housing Need – Local affordable housing needs within the Wenvoe ward are not addressed within the spatial distribution of development. The RLDP therefore fails to demonstrate how identified housing need within this part of the authority will be met.

• Ineffective Settlement Hierarchy – The settlement hierarchy fails to operate as a meaningful spatial planning tool. If Primary Settlements are not expected to accommodate any development, the distinction between settlement tiers becomes blurred and the hierarchy ceases to function as a mechanism for directing growth.

• Displacement of Development Pressure – Housing demand associated with the eastern Vale is displaced to other settlements rather than being distributed across the settlement network in accordance with the hierarchy. This results in an imbalanced spatial strategy.

•Loss of Sustainable Small-Scale Opportunities – Opportunities for small-scale affordable housing delivery in locations close to employment, services and public transport are lost. This is particularly relevant in the case of Culverhouse Cross which functions as a significant employment and retail centre.

• Policy Mechanisms That Cannot Operate – The Plan relies on affordable housing exception mechanisms to deliver housing within settlements such as Culverhouse Cross. However, the extent of Green Wedge designation means that these mechanisms cannot realistically function without explicit clarification within the Plan.

Taken together these issues demonstrate that the current spatial strategy does not fully respond to the functional role of Culverhouse Cross within the settlement hierarchy and results in a distribution of development that is neither balanced nor responsive to local housing needs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/35v

6821 Object

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Mr Ian Fairweather [1225]

Agent: Boyer Planning

Summary:

The delivery of housing allocations is incumbent upon a number of larger strategic sites, and that to allow a greater range and choice then smaller allocations in the Minor Rural Settlements. Only 161 units are proposed on smaller allocated sites, equating to approximately 7% of newly allocated supply. In the context of the above, there remains significant concern that the spatial strategy continues to exclude allocations within Minor Rural Settlements, including St Nicholas.

The Plan recognises that Minor Rural Settlements provide an important range of services and facilities and play a functional role in meeting the needs of residents within rural areas. It further acknowledges that it is essential for the LDP to balance growth in a way that supports rural communities. Whilst general market housing is described as being limited to infill opportunities, the Plan also recognises that enabling an element of open market housing provides opportunities for the delivery of affordable housing and helps sustain rural communities.
There is therefore a clear disconnect between the identified role and function of settlements such as St Nicholas and the absence of any allocated sites (excluding the affordable led schemes under Policy HG4) capable of delivering an appropriate range and choice of dwellings. The strategy effectively restricts development to windfall and infill, without positively identifying opportunities that would logically consolidate and strengthen the settlement.
This approach is inconsistent with the settlement's accessibility and functional role.

The complete absence of allocations in Minor Rural Settlements creates an imbalance in distribution and limits housing choice.

Change suggested by respondent:

A modest allocation at St Nicholas would represent proportionate growth consistent with the scale and character of the settlement.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/397

6862 Object

Document Element: SP6 - HOUSING REQUIREMENT, Table 3: Spatial

Respondent: Mr Andrew Raymond [1170]

Agent: Boyer Planning

Summary:

Delivery is incumbent upon a number of larger strategic sites, and that to allow a greater range and choice then smaller allocations in the Minor Rural Settlements are required. Only 122 units are proposed on smaller allocated sites, equating to approximately 2.6% of newly allocated supply under (E) Rural Affordable Housing Led Sites – policy HG4. In the context of the above, there remains significant concern that the spatial strategy continues to exclude the required number of allocations within Minor Rural Settlements, including Colwinston.

It is agreed that the inclusion of smaller allocations can:
• Improve overall housing delivery rates
• Provide greater choice within the housing market
• Reduce delivery risk by diversifying supply
• Support rural communities through proportionate growth

Whilst it is noted that there is a proposed allocation within Colwinston – HG4 (1) – Land to the East of Colwinston for 25 units, there is still a clear disconnect between the identified role and function of settlements such as Colwinston and the absence of any further allocated sites capable of delivering an appropriate range and choice of dwellings. The strategy effectively restricts development to windfall and infill, without positively identifying opportunities that would logically consolidate and strengthen the settlement. This approach is inconsistent with the settlement's accessibility and functional role.

Change suggested by respondent:

The complete absence of allocations in Minor Rural Settlements creates an imbalance in distribution and limits housing choice. A further allocation in Colwinston would represent proportionate growth consistent with the scale and character of the settlement.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vf

5103 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr Hector Townsend [3127]

Summary:

All the sites too much traffic no room in school or doctors

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rd

5105 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mrs K Mason [3129]

Summary:

I'm objecting to all the site, as too much traffic it's awful as it is now, it will be impossible to move on the roads. Schools full, Doctors full, Roads already in a mess. A big NO

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/snk

5302 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr Huw Allaway [2434]

Summary:

There are far too many sites/houses being proposed. Without ensuring road network, medical services, transport, schools are improved it is a recipe for disaster and gridlock

Change suggested by respondent:

A plan should have Partnership working with Health, Transport for Wales, Bus Companies at it's core rather than just saying it isn't our responsibility.

Sound: No

Attachments: None

5429 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mrs Susan Evans [712]

Summary:

Ks3 KS4 and KS5 and in primary settlements which does not fit with the previous statement ps that they will be focused on key settlement or primary service settlemnts.

Change suggested by respondent:

Remove any allocated sites outside of key or primary service settlements

Sound: No

Attachments: None

5454 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Ms Ann Barnaby [1702]

Summary:

I believe this LDP is unsound as it appears to have just placed major developments of houses were land was put forward without and sustainable forward thinking 'plan'. In particular St Athan is going to be significantly impacted, the growth in this Vale 'Village' means it is already larger than Cowbridge Town, without the transport links and facilities. There is no guarantee people will choose to live and work close by if jobs did materialise. Therefore the impact of 2 + cars per additional house should be considered at Barry as well as the close by junctions.

Change suggested by respondent:

Review of the overall allocation of houses, for actual need, location and infrastructure should be made. The train station at St Athan even if delivered will not stop cars as the time to Cardiff on train is too long! Green space and peoples wellbeing must be considered on any designs and planning! Planning is the process of thinking regarding the activities required to achieve a desired goal. Planning is based on foresight, the fundamental capacity for mental time travel. Some researchers regard the evolution of forethought - the capacity to think ahead! Not just fill up a green field with houses today - think for tomorrow! I do not see this forethought in the development plan.

Sound: No

Attachments: None

5462 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr David Entwistle [3264]

Summary:

The proposed locations of the vast majority of new developments do not align with reducing the need to travel. Many locations are served by inadequete infrastructure and public transport links. Many of the proposed locations are not served by sufficient access to a major supermarket, healthcare facility or school. Likewise public transport is not adequate already in the locations proposed. One train per hour, one bus per hour, 100 parking spaces or less at train stations will not provide the opportunity for people to switch to transport modes other than private vehicles.

Change suggested by respondent:

The proposed locations do not align with the stated policy. The locations need to be either reconsidered with more importance placed on access to infrastructure, facilities and public transport or ideally the infrastructure and public transport in the Vale needs to be considerably improved before further development and major population growth occurs.

Sound: No

Attachments: None

5465 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr David Entwistle [3264]

Summary:

The locations proposed are not well served by rail or bus services. One train per hour in the case of locations outside Barry, approx 100 parking spaces or less at train stations and one bus or none per hour in many locations are not adequate to persuade people to change their main mode of transport from private vehicles.

Change suggested by respondent:

Prior to any housing developments being approved the council should ensure public transport is sufficient in advance of planned population growth. Train frequencies outside of Barry need to increase substantially. Likewise bus frequencies need to increase substantially and bus routes need to be expanded. Parking at train stations also needs to be expanded. At present even if I wanted to travel into Cardiff from my home in Barry by public transport for example it is impractical and this is why the service is under utilised. Public transport improvements need to come before new development and population growth and show a sustained reliable period of operation with excess capacity before developments are approved.

Sound: No

Attachments: None

5648 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr David Entwistle [3264]

Summary:

The healthcare facilities in many areas of the Vale are already limited with unacceptable travel distances required to facilities and unacceptable wait times. Increased road congestion from new developments in badly situated sites will also increase air quality problems leading to further declines in resident health.

Change suggested by respondent:

The sites proposed for many new developments such as North West Barry are badly planned. New sites should be proposed closer to existing healthcare facilities and in areas liable to cause less reliance on private vehicles and associated decreases in air quality. New healthcare capacity should be provided well in advance of new developments entering the LDP.

Sound: No

Attachments: None

5817 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr William Hart [1009]

Summary:

Development of countryside along main road margins is preferable to making towns even larger.

Change suggested by respondent:

Allocate areas along road margins for development in preference to enlarging towns.

Sound: No

Attachments: None

5943 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: National Grid Electricity Transmission [434]

Agent: Lucy White Planning Limited

Summary:

NGED owns and is responsible for electrical distribution apparatus within the area subject to this Local Plan and is the licensed network operator with statutory duties and powers including compulsory purchase powers.

In preparing development plans, local planning authorities (LPA) have a duty to safeguard the operation of National Grid's infrastructure to enable NGED to supply electricity in the most efficient and cost-effective manner. In the majority of cases this will involve retention of the existing infrastructure in situ, including overhead power lines and pylons.

Advice is given on allocating land affected by high voltage power lines and the steps required for connection to the distribution network.

NGED has no site specific comments on the proposed allocations within the Deposit Draft Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3xy

5953 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mr Richard Cobourne [3440]

Summary:

Housing — land to the south of Millands Farm etc.
HG1(5), HG2(21) and HG2(3)

I am silent on this proposal

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6069 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Cowbridge, as a Service Centre Settlement, is underrepresented in housing allocations in Policy HG1, with only 105 units allocated and no major land bank sites. As such, the housing allocations in Policy HG1 do not align with Cowbridge's ranking as a Tier 2 settlement in Policy SP2. This under-provision limits Cowbridge's ability to meet housing needs, especially affordable housing, despite its importance within the hierarchy. An additional site at Land at Primrose Hill, capable of up to 220 dwellings, could help address this gap and support the RLDP's growth strategy.

Change suggested by respondent:

We therefore request that Land at Primrose Hill (Candidate Site ID: 455) is allocated for housing development in Policy HG1. The site is located in one of the most sustainable settlements in the settlement hierarchy, Cowbridge, which is also at the top of the retail, commercial and service centre hierarchy in Policy SP11. Cowbridge has a serious lack of allocated land for housing development and major land bank sites in the RLDP as drafted.

In order for Cowbridge to match its status in the hierarchies of Policy SP2 and SP11, the RLDP needs to include Land at Primrose Hill for allocation would deliver up to 220 homes during the RLDP period. Land at Primrose Hill is within easy reach of the town centre and in close proximity to excellent commercial, educational, community and recreational facilities and services. The site is well positioned to be accessed via the local highway network, which links to both Cardiff, Penarth and Bridgend via regular bus services from bus stops adjacent to the site.

Sound: No

Attachments: None

6378 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Mrs Jaqueline Hughes [3563]

Summary:

Housing - Land to the South of Millands Farm [Site ID 352 Proposal Number HG1 (5)], Land between the Northern Access Road and Eglwys Brewis Road [Site A Proposal Number H2 (2)] and Land between the Northern Access Road and Eglwys Brewis Road [Site B Proposal Number H2 (3)]
Although the proposed sites for housing will not fall within the Llanmaes boundary, I must make comment on my serious concerns regarding the apparent lack of provision of infrastructure for these developments. Where is the new Health Centre, additional Primary and Secondary schools (extending St Athan Primary would not be adequate for children from potentially 600 households), Sport and Leisure facilities? These essential, basic requirements cannot be met by existing, already stretched services in Llantwit Major alone

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qz

6502 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Vicky Jewell [3610]

Summary:

The term "unit" is undefined in the documents. Does it refer to an entire block of flats/apartments or a single flat within a block? Clarification is needed on the number of units/blocks and flats/apartments per block planned for the Weycock Cross, Barry and other sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyz

6509 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Vale of Glamorgan Council Conservative Group [3614]

Agent: Councillor George Carroll

Summary:

Our Group does not consider any of the key sites designated within the Plan to be suitable. The respective ward members for St Athan, Rhoose, Illtyd and Dinas Powys have articulated detailed reasons for this previously.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tps

6533 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

- Essential that viability information is provided for all Candidate Sites
- We do not find this reuirement has been met for All sites
- 3.44 PPW sets out the policy …housing delivery in the development plan process. A key element of this is ensuring financial viability is assessed at the candidate site stage. The site promoter (LPA, land owner and/or developer) must carry out an initial site viability assessment and provide evidence that sites can be delivered. As required by national policy, all candidate sites are subject to a viability assessment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/38m

6534 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: MS Andrew R T Davies [1324]

Summary:

I strongly feel that all the key sites stipulated are unsuitable and inappropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yf

6582 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Councillor Stephen Haines [1029]

Summary:

Scale of Housing Growth in St. Athan
The RLDP allocates: KS4 - 532 dwellings, KS5 - 600 dwellings, HG1(7) - 80 dwellings, HG1(8) - 51 dwellings.
This equates to 1,263 dwellings in St. Athan.
This represents a very significant expansion of the settlement and must be assessed against:
- Existing infrastructure capacity
- Transport provision
- Education and healthcare availability
- Retail and service provision
At present, St. Athan does not have a rail station and relies heavily on private car travel.
The Plan must demonstrate clearly that this level of growth is proportionate and deliverable.
Individually, smaller sites may appear acceptable. However, cumulatively they produce substantial growth in a settlement with constrained infrastructure.
The Plan must demonstrate:
- Why these sites were preferred over alternatives.
- That lower growth options were robustly assessed.
- That greenfield loss is justified and mitigated.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6719 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Key housing sites (HG1 KS1 onwards): The Key Site requirements reference “enhancements to leisure, sport and recreation spaces”. Without quantified standards or phasing triggers, however, these requirements may be difficult to enforce consistently at the planning application stage. Clear policy hooks or supporting standards prior to submission would strengthen implementation.

Change suggested by respondent:

It is recommended that the Key Site schedules include minimum on-site provision standards and delivery phasing obligations to ensure that both sport infrastructure and recreational space provision keep pace with the additional demand generated by future population growth.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6966 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Our representations on the proposed allocated sites are included in appendix 1. Where planning applications have already been submitted and are pending a decision, we have made representations during the planning application consultation process regarding the capability of our infrastructure to accommodate the proposed development. If capacity does not exist within our infrastructure to accommodate the demands arising from a development site, the planning authority can make planning permission conditional upon there being adequate infrastructure available to cater for the development. A developer has a right to connect to our sewerage networks provided that a development site benefits from planning permission and there are no overriding planning conditions attached to the permission that controls the location or timing of that physical connection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7035 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

4. Strategic Sites
Overview
We previously provided detailed comments on the RLDP's Strategic Sites, as set out in our response ref: CAS-234819-C1V3, dated 4th October 2023, which we refer you to. We welcome the additional information provided and note the inclusion of Green Infrastructure Strategies for each of the Key Sites. However, we note that these do not include reference to protected species specifically and as a result we are unable to confirm that the provision for each site is appropriate. We observe that the road infrastructure for many of these sites severs woodlands and other substantial linear corridors. We advise that such sites are designed to minimise fragmentation in the landscape and advise that the road layouts and consequent severance is re-visited.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7038 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

We consider that the Plan is too reliant on the delivery of 'key sites' to meet the housing need over the Plan period. We object to the current housing supply to allocate 2,278 no. (65%) of units across strategic sites, as this makes for a risky and unrobust strategy for delivering housing, and in turn, meeting the identified housing need over the Plan period.
There is concern that the proposed timing and phasing of the proposed Key Sites is unrealistic and unrobust, and in turn, undermines the soundness of the Plan.
It is considered that the geographic positioning of these allocations is at odds with their underlying purpose - to meet unmet affordable housing need in communities that have seen no provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7073 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow does not object in principle to the Council allocating key sites and other strategic locations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7074 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

There remains a significant concern that the Plan is overly reliant on a relatively narrow supply portfolio.
The Plan is overly reliant on a small number of key sites. There may be some slippage in the adoption of the RLDP, and we therefore would query whether the quantum of homes proposed on the larger Key Sites can realistically be delivered within the plan period.
The Plan should be strengthened through the inclusion of additional medium-sized, sustainable allocations capable of delivery within the plan period.

Change suggested by respondent:

Include additional allocations.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7105 Comment

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The table should be amended to make it clear that the number of units listed for each site are approximate figures, allowing a degree of flexibility.
The Council must provide evidence that an assessment has been undertaken to demonstrate that development, specifically the housing allocations, can bear the cumulative policy costs of the RLDP, including CC1.

Change suggested by respondent:

Amend table.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7138 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

We consider that the Plan is too reliant on the delivery of 'key sites' to meet the housing need over the Plan period. We object to the current housing supply to allocate 2,278 no. (65%) of units across strategic sites, as this makes for a risky and unrobust strategy for delivering housing, and in turn, meeting the identified housing need over the Plan period.
There is concern that the proposed timing and phasing of the proposed Key Sites is unrealistic and unrobust, and in turn, undermines the soundness of the Plan.
It is considered that the geographic positioning of these allocations is at odds with their underlying purpose - to meet unmet affordable housing need in communities that have seen no provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7160 Object

Document Element: HG1 - HOUSING ALLOCATIONS

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

We consider that the Plan is too reliant on the delivery of 'key sites' to meet the housing need over the Plan period. We object to the current housing supply to allocate 2,278 no. (65%) of units across strategic sites, as this makes for a risky and unrobust strategy for delivering housing, and in turn, meeting the identified housing need over the Plan period.
There is concern that the proposed timing and phasing of the proposed Key Sites is unrealistic and unrobust, and in turn, undermines the soundness of the Plan.
It is considered that the geographic positioning of these allocations is at odds with their underlying purpose - to meet unmet affordable housing need in communities that have seen no provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

5290 Object

Document Element: HG1 (1)

Respondent: Mrs Linda Donovan [3211]

Summary:

The road infrastructure is unable to cope with current volume of traffic without adding more to it.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5752 Comment

Document Element: HG1 (1)

Respondent: Jeremy Peter Associates Planning and Development Consultants (Mr Jeremy Peters, Principal) [931]

Summary:

The site can accommodate 135 dwellings and is considered suitable for development, though little progress has been made since 2017. Concerns include the impact on nearby woodland, Pencoedtre Lane, and ecological features, with requirements for ecological and archaeological assessments, environmental statements, and sustainable transport plans. I urge protection of the woodland and proper planning of access routes, recommending development off Port Road and maintaining existing pedestrian/cycle routes.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5798 Object

Document Element: HG1 (1)

Respondent: Mrs Myra Corsar [3037]

Summary:

I oppose the development on land west of Pencoedtre Lane which is where we live, because it will significantly affect my very ill husband's health due to noise and disruption. It will also harm local wildlife, including bats, dormice,(which the survey that is being done is when they are sleeping which needs addressing) badgers and other species we observe from outside our home and garden The project would result in the loss of woodland, hedgerows, and trees, reducing privacy and increasing noise from construction and traffic from 126 new houses. This development poses serious environmental and personal concerns for us.

Change suggested by respondent:

a lot more depth of hedgerows left all round the estate.
a roundabout by the estate entrance that's already there
proper surveys for the animals Bats (at the right time of the year), dormice (when active and not when they are hibernating) and badgers all have act's protecting them

Sound: No

Attachments: None

6135 Object

Document Element: HG1 (1)

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

An alternative site is needed for the re-build of Richard Gwyn school. Flooding is a strong constraint on the idea of rebuilding on the same site. No assessment re predicted higher flood levels; no solution for walking access via the tunnel during flooding; no assessment of completing the active travel access from Coldbrook with a tunnel to meet WGovt standards.
We anticipate the WGovt rejects the rebuild on the present site on grounds of flooding. This site at Pencoedtre is one of the few alternatives. It was school land so the education departement should reclaim it for new RichardGwyn.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6659 Comment

Document Element: HG1 (1)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (1) Land to the West of Pencoedtre Lane
Protected Sites: The site is within close proximity (200m) to Barry Woodlands Site of Special Scientific Interest (SSSI) and there is a risk from increased recreational use as a result of residential development, which could lead to impacts on the SSSI. Green space design must consider any emerging guidance for SANG to reduce recreational pressure on adjacent sites of biodiversity importance.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6977 Comment

Document Element: HG1 (1)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

WAter Supply - The water network can supply the proposed development. 125mm, 450mm, 10” & 36” diameter watermains cross the site.
Wastewater - The public sewerage network can accept potential foul flows from this development site.
Wastewater Treatment Works - Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4524 Object

Document Element: HG1 (2)

Respondent: Mr J Cart [2836]

Summary:

A number of species such as The peregrine falcon, kind fisher, migrating grebes and other nesting birds are on the planned site which make a lot of them protected species. What are the plans if any to protect these? The RSPB are going to be contacted in regards of this.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6660 Comment

Document Element: HG1 (2)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (2) Land at the Mole
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination. Marine: An adjacent watercourse forms a hydrological link to the Severn Estuary European
Marine Site (EMS). A HRA at project level will therefore be required.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6682 Comment

Document Element: HG1 (2)

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police would ask that Designing Out Crime and Road Safety Management Officers are involved where redevelopment is to take place, consultation should be sought at the pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6978 Comment

Document Element: HG1 (2)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - Dwr Cymru Welsh Water has made representations on planning application ref 2023/00051/HYB. A hydraulic modelling assessment (HMA) will be required. A 160mm diameter watermain, and a 3” diameter abandoned watermain cross the site.
Wastewater - Dwr Cymru Welsh Water has made representations on planning application ref 2023/00051/HYB. The public sewerage network can accept potential foul flows from this development site.
A 1050mm surface water sewer crosses the site.
Wastewater Treatment Works - Dwr Cymru Welsh Water has made representations on planning application ref 2023/00051/HYB. Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4555 Object

Document Element: HG1 (3)

Respondent: Hayley Graham [2852]

Summary:

Development, housing or business, proposed for Hayes road AND Hayes lane should not be considered due to the proximity to the established Ty Hafan estate. The very nature of Ty Hafan, which is home to dying children, requires zero disturbance from building works, increased traffic and footfall. Vale communities and beyond have already expressed deep concern about development in this area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4788 Comment

Document Element: HG1 (3)

Respondent: Mrs Joanna Phillips [2949]

Summary:

Without substantial improvements to public transport and community facilities, every home owner living here will be reliant on owning a car and driving every time they leave the house

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6661 Comment

Document Element: HG1 (3)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (3) Land at Hayes Lane Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6779 Object

Document Element: HG1 (3)

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon Homes question to suitability of allocating residential development on the site known as Land at Hayes Lane, The Bendricks. These concerns are centred on the following:
Unsustainable Location & Poor Connectivity - Whilst the site is technically identified within the settlement boundary, it is clearly not a sustainable location for residential development. This is evident by virtue of the fact that Land at Hayes Lane is situated within an existing industrial estate and lacks any supporting facilities.

Given the nature of the area there are almost no existing active travel routes and access to modes of public transport are extremely limited. Most notably that includes railway stations with the nearest being Cadoxton Station which is located circa 3.8km north of the site.

Loss of allocated employment land - the site remains allocated in the adopted LDP for B1/B8 employment uses. These intended to facilitate small industrial and workshop units as part of the Atlantic Trading Estate's expansion and in turn support opportunities for local businesses/ enterprise ventures. The council's latest Employment Land Review confirms a clear demand for such uses in Barry, with Land at Hayes Lane representing the most logical location for further growth. Although the RLDP's evidence base suggests there are other development opportunities within the region that could compensate for the proposed loss of employment land. Upon further review it is apparent these are in less favourable locations from both a strategic and operational standpoint.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6912 Object

Document Element: HG1 (3)

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow question to suitability of allocating residential development on the site known as Land at Hayes Lane, The Bendricks. These concerns are centred on the following:
Unsustainable Location & Poor Connectivity - Whilst the site is technically identified within the settlement boundary, it is clearly not a sustainable location for residential development. This is evident by virtue of the fact that Land at Hayes Lane is situated within an existing industrial estate and lacks any supporting facilities.

Given the nature of the area there are almost no existing active travel routes and access to modes of public transport are extremely limited. Most notably that includes railway stations with the nearest being Cadoxton Station which is located circa 3.8km north of the site.

Loss of allocated employment land - the site remains allocated in the adopted LDP for B1/B8 employment uses. These intended to facilitate small industrial and workshop units as part of the Atlantic Trading Estate's expansion and in turn support opportunities for local businesses/ enterprise ventures. The council's latest Employment Land Review confirms a clear demand for such uses in Barry, with Land at Hayes Lane representing the most logical location for further growth. Although the RLDP's evidence base suggests there are other development opportunities within the region that could compensate for the proposed loss of employment land. Upon further review it is apparent these are in less favourable locations from both a strategic and operational standpoint.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6979 Comment

Document Element: HG1 (3)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - Dwr Cymru Welsh Water has made representations on planning application ref 2026/00056/FUL. A hydraulic modelling assessment (HMA) will be required. A 6" diameter watermain and a 6" diameter abandoned watermain cross the site.
Wastewater - Dwr Cymru Welsh Water has made representations on planning application ref 2026/00056/FUL. The public sewerage network can accept potential foul flows from this development site.
Wastewater Treatment Works - Dwr Cymru Welsh Water has made representations on planning application ref 2026/00056/FUL. Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5591 Object

Document Element: HG1 (4)

Respondent: Mr James Brown [1465]

Summary:

This land should be utilised for employment purposes as was designated in masterplan. We should not sell the waterfront short for short term gains

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6662 Comment

Document Element: HG1 (4)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (4) Land at Neptune Road
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination. Marine: An adjacent watercourse forms a hydrological link to the Severn Estuary EMS. A HRA at project level will therefore be required.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6980 Comment

Document Element: HG1 (4)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required. A 150mm diameter watermain and 2 x 160mm watermains cross the site.
Wastewater - The public sewerage network can accept potential foul flows from this development site. A 300mm diameter surface water sewer crosses the site.
Wastewater Treatment Works - Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5195 Support

Document Element: HG1 (5)

Respondent: Welsh Government (Housing and Regeneration Directorate) [3162]

Agent: CarneySweeney

Summary:

We write to support:
Housing allocation HG1(5) at "Land between the Northern Access Road and Eglwys Brewis Road (Site C - Central Parcel)" for 235 dwellings;

Each of these sites is owned by the Welsh Government. Sites A and B were subject of outline planning applications in 2020 for 140 and 100 dwellings respectively (LPA refs: 2020/00351/OUT and 2020/00352/OUT). These applications were resolved to be approved subject to s106 agreements in January 2022. At that time the Welsh Government were seeking to purchase Site C in order to enable comprehensive development of the parcels. Progress was delayed by the need for a Lands Tribunal case which was determined in the Welsh Government's favour in October 2024, following which purchase of Site C was able to be completed in 2025.

Now that all sites are in single ownership, it is the Welsh Government's intention to commission a combined masterplan covering each of the three sites (the tender for which is due to be issued very shortly) followed by disposal of the site(s) on the market while achieving maximum public values. The Land team's aim is to increase the number of homes, including social housing, delivered across Wales while maximising public benefit. Their aim is to deliver exemplar developments which meet strong placemaking principles including active travel. The landholdings between the Northern Access Road and Eglwys Brewis Road (sites A to C) present an excellent opportunity to meet these aims.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/sp4

5255 Support

Document Element: HG1 (5)

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

Llantwit Major Town Council considers that the areas identified for the development of Llantwit Major and its immediate localities are appropriate for the future development of the town. The allocation of an area between the Northern Access road and the Eglwys Brewis Road as a major land bank enables future housing developments but we question whether the infrastructure will be appropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5565 Object

Document Element: HG1 (5)

Respondent: Ms Samantha Hall [1432]

Summary:

I wonder how the services of Llantwit Major and St Athan are going to cope with such an increase in the population.

Change suggested by respondent:

Ensure that services are in place to accommodate the new residents. Ideally build fewer houses or none at all.

Sound: No

Attachments: None

5635 Comment

Document Element: HG1 (5)

Respondent: Mr Derek Massey [3323]

Summary:

This would be an ideal site for future housing and retail with roadways, bus stops and roundabouts already in place.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5726 Comment

Document Element: HG1 (5)

Respondent: Mr Graeme Smith [3029]

Summary:

This is 1 of 3 sites in the immediate vicinity for a total of close to 500 new dwellings that are carried over from the current LDP. It appears there has been no progress with development of these sites beyond the allocation some years ago, and the outline planning permission secured by the landowner (Welsh Government) for the other 2 sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5823 Comment

Document Element: HG1 (5)

Respondent: Mrs Julie Massey [3390]

Summary:

Additional building on this site would be an excess for the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5829 Object

Document Element: HG1 (5)

Respondent: Mr Matthew Cubley Pritchard [3367]

Summary:

Objection to Land between the Northern Access Road and Eglwys Brewis Road (Site C - Central Parcel) being designated for housing development because the boundary of this site is the side of our house and garden, far too close. This will severely affect our property, surrounding land and value of our home, making it unsafe, creating a flood risk as well as ruining our privacy. There is no demand for some many houses in such close proximity. Local services are not sufficient for the current population, local police are already overrun with anti social behaviour and health services are stretched.

Change suggested by respondent:

The number of houses for this site should be significantly reduced and the boundary at least one field away from the side of our house.

Sound: No

Attachments: None

5965 Object

Document Element: HG1 (5)

Respondent: Mr Philip Taylor [3439]

Summary:

Development on this scale is wrong in principle. It totally ignores infrastructure, environmental, traffic and sewerage considerations. It completely changes the towns, villages and countryside with reckless abandon at a time when we require food security and sustainable living.

Change suggested by respondent:

The plan requires a focus on smaller scale development everywhere combined with an appropriate increase in existing infrastructure. This would protect existing towns, villages and countryside from over development. In an insecure changing world we are going to need to allocate more land for food supply and energy production/storage.

Sound: No

Attachments: None

6207 Object

Document Element: HG1 (5)

Respondent: Mr Colin Arnold [2871]

Summary:

I don't believe that this is a suitable site for housing but more suited to commerical and industrial development given it's proximity to the Major Employment Allocation further down the Northern Access Road and the existing facilities at Bro Saint Athan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6227 Object

Document Element: HG1 (5)

Respondent: Mrs Jan Arnold [3499]

Summary:

I don't think that this area can sustain such large developments given the lack of job opportunities and local amenities such as Doctors surgeries.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6360 Object

Document Element: HG1 (5)

Respondent: Mervyn Page [3558]

Summary:

I believe Picketston Lane should be reviewed due to the large traffic implications from recent applications, especially as it is a single-car lane without a footpath, has garden gates, driveways, and a 60MPH speed limit. The Aston Martin factory application did not include a traffic survey, yet the lane experiences heavy traffic, including lorries searching for industrial units.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tj5

6389 Comment

Document Element: HG1 (5)

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

Housing - Land to the south of Millands Farm Proposal Number HG1(5), Land between the Northern Access Road and Eglwys Brewis Road Site A Proposal Number HG2(2) and Land between the Northern Access Road and Eglwys Brewis Road Site B Proposal Number HG2(3)

These 3 sites for a total of close to 500 new dwellings are carry overs from the current LDP. Having made several representations over the years regarding these, two of which have outline planning permission we would merely comment that it appears that there has not yet been agreement reached on a Developer Contribution (it appears the VOG Council requested £12K per dwelling and the landowner for the two sites granted outline planning permission wanted it to be only £4K per dwelling). Finally, there has been no progress with development of these sites beyond the allocation some years ago, and the outline planning permission already noted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4s5

6663 Comment

Document Element: HG1 (5)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (5) Land between the Northern Access Road and Eglwys Brewis Road (Site C - Central Parcel)
Flood Risk: The site is located partially within Flood Zone 2 and 3 for Rivers, with the southern area of the site located within Flood Zone 3. We refer you to Sections 10.20 and 10.21 of TAN 15, which state that highly vulnerable development in Zone 3 should be avoided. Notwithstanding, we acknowledge that at masterplanning stage, there is scope to locate residential development away from areas of flood risk. We also welcome that Appendix B of your Infrastructure Delivery Plan notes the requirement for an FCA at project level for this site.
Watercourse: Boverton Brook (Main River) runs through the site and any development will need to ensure no adverse impacts to the watercourse with appropriate buffers and design considerations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6780 Comment

Document Element: HG1 (5)

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Whilst we do not oppose the overall principle of residential development at Site C (Central Parcel), this position must be considered in the context of the wider allocation. Applications for Sites A and B (2020/00351/OUT (Site A) & 2020/00352/OUT (Site B)) are currently pending subject to respective Section 106 Agreements, with prolonged negotiations resulting in significant delays to delivery. This experience clearly demonstrates that development within this allocation is complex and subject to extended viability and legal discussions, which inevitably impacts the rate at housing is able to come forward.

According to the Council's register we understand Site C has not been subject to any formal planning application, and therefore there is no detailed evidence available regarding the proposed layout design, infrastructure requirements, viability, or anticipated submission and determination timeframes. Despite this, the Council's housing trajectory assumes development commencing in 2028/29, with 35 units initially and 45 units annually thereafter. Given the absence of a live application and the precedent of delays on Sites A and B, these delivery assumptions appear overly optimistic based on current evidence.

On that basis we maintain that the Council should reassess the trajectory assumptions for this particular site and identify other alternatives to help account for any unforeseen slippage on Site C. The overarching purpose of which shall be to ensure the RLDP incorporates sufficient flexibility to consistently meet housing need over the entire plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6913 Comment

Document Element: HG1 (5)

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Whilst we do not oppose the overall principle of residential development at Site C (Central Parcel), this position must be considered in the context of the wider allocation. Applications for Sites A and B (2020/00351/OUT (Site A) & 2020/00352/OUT (Site B)) are currently pending subject to respective Section 106 Agreements, with prolonged negotiations resulting in significant delays to delivery. This experience clearly demonstrates that development within this allocation is complex and subject to extended viability and legal discussions, which inevitably impacts the rate at housing is able to come forward.

According to the Council's register we understand Site C has not been subject to any formal planning application, and therefore there is no detailed evidence available regarding the proposed layout design, infrastructure requirements, viability, or anticipated submission and determination timeframes. Despite this, the Council's housing trajectory assumes development commencing in 2028/29, with 35 units initially and 45 units annually thereafter. Given the absence of a live application and the precedent of delays on Sites A and B, these delivery assumptions appear overly optimistic based on current evidence.

On that basis we maintain that the Council should reassess the trajectory assumptions for this particular site and identify other alternatives to help account for any unforeseen slippage on Site C.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6982 Comment

Document Element: HG1 (5)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
Wastewater - A hydraulic modelling assessment (HMA) will be required.
Wastewater Treatment Works - Llantwit Major WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4724 Object

Document Element: HG1 (6)

Respondent: Mrs Kirsty Heald [2899]

Summary:

105 additional residential units are NOT required in Cowbridge.
Access is not suitable for pedestrians or vehicles.
Infrastructure is not suitable/available for more residential buildings.
Clare Garden development has already planning permitted but not fulfilled as there is no need and extra capacity is not required.
This is a greenfield site - prime agricultural land being sold for profit not for the needs of the town.
Sustainable and environmental considerations have not been appropriately considered.

Change suggested by respondent:

If there is a need for 105 residential units there are brownfield sites more appropriate to build on eg Llandow.
Continually extending Cowbridge into green field areas reduces its attractiveness as a desirable location to live.
Stop building in greenfield, agricultural areas. Cowbridge is a historic market town - this is disappearing if you build on the agricultural farming land!

Sound: No

Attachments: None

5082 Object

Document Element: HG1 (6)

Respondent: Miss Diane Hills [2135]

Summary:

1. Dangers associated with point of access on St Athan road. Too narrow + restricted visibility-many accidents over the years.
2. Difficulties and dangers in accessing town and services for those without their own transport e.g those with pushchairs and young children and users of motorised disability scooters/vehicles.
3. Building on slope and proximity to sewage works could exacerbate the problem of flooding on the valley floor.
4. Unacceptable environmental and visual impact of building.
5. Impact on already overstretched medical services.
6. Impact of additional traffic on surrounding roads.
7. Lack of leisure facilities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation - redacted - https://valeofglamorgan.oc2.uk/a/sm9

5238 Object

Document Element: HG1 (6)

Respondent: Mr David Keith Brown [2195]

Summary:

The site is inappropriate for building 105 houses especially elderly people with a 12° slope and should be removed from the proposed RLDP. It will not deliver sustainable housing and it will mean a big loss of amenities to the community. The present access has been obtained for agricultural access only, not a 2 way access for traffic from the St. Athan Road. Positioned as it is, on a 90° bend, this makes access from the St. Athan Road travelling southwards extremely dangerous especially for bikes, motor bikes and cyclists. The development is on a green field site in a special landscape area which is against Welsh government policy.
There is unsafe pedestrian access from both Cowbridge and from a southerly direction.

The devlopment will have an adverse impact on the landscape of the Thaw valley, a designated Special Landscape Area and would mean the loss of a rural public foot path. The site is situated at the end of a privately owned and privately maintained lane, namely Windmill Lane. Whilst there is public access through the lane by footpath to the field, vehicular access has only been allowed for agricultural purposes, and for services to the properties adjoining the lane. The residents will have their privacy impacted by the increased pedestrian traffic.
The site has been refused planning permission 3 times in the past. This position has not changed since then.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/sqn

5260 Comment

Document Element: HG1 (6)

Respondent: Dr melanie jones [1799]

Summary:

Affordable housing - the proportion of affordable housing at 40% is welcomed, but it is questioned how affordable the homes will be and what proportion of the houses will be accessible for those with disabilities.

Road safety - the entrance to the development is on a sharp bend with visibility issues. To ensure safety of pedestrians and cyclist there needs to be a pavement along the St Athan road to the junction of Brookfield park road and cycle lane added. Some form of traffic control and traffic calming measures, lights or roundabout, may be required where the development joins the main road.

Public transport - there is no public transport infrastructure. Please provide a bus stop (layby, pull in) for those children using the bus service from the comprehensive school.

Flooding - Every winter we see flooding of the field adjacent to the river Thaw below the proposed development. Currently the land you are proposing to build on absorbs water. Once roads, houses and driveways cover this land there will be increased water run off downhill to the lower field. The river Thaw may not cope with this extra water. How will the houses at the lower level of the development be protected from flooding.

Trees - All trees and hedgerows should be retained and new trees planted. Consider moving planned footpath across public open space to ensure no trees are lost. These trees do not appear to have been included in the tree survey conducted by Treescene.

Bins - The plan must include sufficient waste bins, including for dog waste.

Proposed public open space - Bessant Close has a covenant and council prohibition preventing the playing of ball games in the area, which will make up some of this proposed space. Will the protection continue as part of the proposed development?

Footpaths into residential area - concern about width and use by cyclists.

Drains and sewage treatment - he current sewage works adjacent to the River Thaw are a major source of rats, which travel along the sewers and drains and have infested both outbuildings and houses on the Brookfield Park estate.

I also have concerns about increased road traffic and demand on public services such as schools and healthcare.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/trx

5273 Object

Document Element: HG1 (6)

Respondent: Anne Hordley [1669]

Summary:

I object to Redrow's planning application for land between Windmill Lane and St Athan Road, Cowbridge. Cowbridge Town Council unanimously rejected the site in the RLDP.

The development would adversely affect the area's landscape character, especially the Special Landscape Area of Thaw Valley, and destroy high-quality agricultural land. The archaeological importance is not understood.

The site will have a significant impact on residents of Windmill Lane. There is no need for new housing in Cowbridge as land still remains at Clare Gardens.

The density of the development is too high and may impact on the potable water supply. The probable population increase is also of concern in respect of the ability of local schools (both primary and secondary) and medical practices, including dentistry, to cope with the increased numbers.

There are concerns about traffic impacts, highways safety, particularly for school children, and proximity to bus stops. Cowbridge has limited employment opportunities resulting in increased commuter traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/ts7

5274 Object

Document Element: HG1 (6)

Respondent: Laurie Griffiths [3200]

Summary:

The proposed development of this site in the Thaw Valley directly contradicts the Welsh Government’s commitment to protecting Special Landscape Areas. The location has very limited public transport provision, meaning the development would inevitably lead to a significant increase in private car use. Residents would likely rely on cars not only for commuting but also for everyday needs such as shopping, leisure, healthcare, and social activities in the town, placing additional pressure on local roads.
In addition, Cowbridge and Llanblethian Town Council unanimously opposed the inclusion of this site in the RLDP. As the body responsible for the Cowbridge Placemaking Plan, the council is best placed to understand the town’s needs and future development priorities, and its clear opposition should be given considerable weight.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/ts9

5609 Object

Document Element: HG1 (6)

Respondent: Mr Robin Woods [3307]

Summary:

Inappropriate location for development due to lack of infrastructure, floodplain location and dangerous access into main road

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5613 Comment

Document Element: HG1 (6)

Respondent: Cowbridge with Llanblethian Town Council (N Alexander, Chief Officer) [2545]

Summary:

Cowbridge with Llanblethian Town Council opposes this scheme.

The Council strongly objected to the scheme in 2022 and concerns still remain. Earlier concerns raised have not been addressed, with an existing planning application being relied upon.

There are concerns around the safety of St Athan Road and the safety of the site, with the steep bend already being dangerous for road users. There is also the requirement for a roundabout, footpaths and cycleways, as the area is also dangerous for cyclists and pedestrians. There are doubts as to the viability of the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5659 Object

Document Element: HG1 (6)

Respondent: Mr Simon Heald [3328]

Summary:

Land adjoining St Athan Rd, Cowbridge HG1 (6)

Poor vehicular and pedestrian access via dangerous St Athan rd.
Green field adjacent to flood plain. Land requires extensive work to build on, as proved when access collapsed when first installed.
Housing not needed Clare garden village development less than half completed years after starting.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5722 Object

Document Element: HG1 (6)

Respondent: John Jemmett [3342]

Summary:

I should like to state my objections:
1. Bryn Melin is part of the Thaw Valley, protected from development as designated an area of special landscape.
2. Access to the proposed site, from St Athan rd, is clearly extremely dangerous, being on a tight bend with severely restricted visibility. It is bound to result in an accident black spot.
3. There will be no accessible public transport and one limited pathway for cycle and pedestrian use leading to increased traffic density exiting from the aforementioned dangerous access.
4. Finally, there is no requirement for additional housing in Cowbridge, at present as we already have a large new estate far from complete, which has been stalled as the developers are unable to sell more properties. The Town council have stated this.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/t5r

5732 Object

Document Element: HG1 (6)

Respondent: Mrs Dawn Jones [1734]

Summary:

The proposed development would result in urban sprawl. In 2022 Redrow built a wide,sweeping entrance to the site before obtaining planning permission. This was repaired and adopted by the Vale Council in 2023. The entrance to the field was covered in hardcore and beautiful trees were felled and other groundwork was undertaken. Erecting a huge 'motorway style' entrance with barriers and signage has already had an negative visual impact on the area.

The site in the ancient and beautiful Thaw Valley and is a designated Special Landscape Area which should be protected. It is of important recreational value with a footpath linking Windmill Lane to the St Athan Road which leads the way to other Valeway footpaths in every direction.

The site assessment should be scored red in respect of the natural environment and transport.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/t5s

5769 Object

Document Element: HG1 (6)

Respondent: Mrs Lucine Higgins [2089]

Summary:

Six sites were submitted for consideration as planning development land for inclusion in the LDP but all were rejected apart from the Bryn Melin site. I personally consider that Bryn Mellin has many features just as negatively impactful as the other Cowbridge sites but was scored more suitable for inclusion in the development plan.

Bryn Mellin is in the Thaw Valley a designated Special Landscape Area which the Vale of Glamorgan should protect for the residents of Cowbridge – which is a key point in the Cowbridge Placemaking Plan.

The St Athan Road access proposed for the Bryn Melin site is highly dangerous. It is narrow with a severe slope and blind bend position right before access to the site. Pedestrians access to Cowbridge via this road is non existent and school children would have to be transported by car for safety reasons, even though both Primary and Secondary Schools are nearby.

The slope of the site is so severe - it exceeds the national Government PPW guidelines. National Government Wales Transport Policy requires strict requirements for access to sites via routes with no pavements and restrictive widths. Windmill Lane is such a route fails to meet any of the criteria for providing sage access to pedestrians and cyclists – given that the residents of Windmill Lane need access by car and the lane is too narrow and has no pavement or significant lighting. PPW TAN18 references this fact.

PPW specifies that Greenfield sites and SLA's should be protected and Brownfield sites should be prioritised above such sites for development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/t5y

5793 Object

Document Element: HG1 (6)

Respondent: Mrs Patricia Williams [1310]

Summary:

1. The site is a Special Landscape Area which should be protected for maintenance of the natural environment. Any building would detract from the visual impact of the area. Also the well-used public footpath needs to be maintained.
2. The site is unsuitable due to the slope of the land. Any lower houses will be overlooked. There is no suitable pedestrian access as Windmill Lane is a private road and the path to Brookfield Park is too narrow eg. buggies or wheelchairs.
3. The road is unsuitable as there is a dangerous bend which will be hazardous for a right turn onto the site. There are no pavements or cycle paths. This will cause extra car travel which will cause congestion at the traffic lights and extra pollution. The site is not easily accessible to public transport whereas Primrose Hill (455) has access to pavements and bus stops. I thought it was Welsh Government policy to attach further developments along train routes.
4. Due to increased car journeys for work (only two buses an hour), shopping, leisure, schools, health and social activities there will be insufficient car parking in town and will detract from the attractiveness of the area.
5. There is already sufficient building work being constructed in Cowbridge for all ages - Darren Farm, the old Girl's High School, the old Police Station/Magistrates Court and a Mccarthy Stone Development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t6z

5892 Object

Document Element: HG1 (6)

Respondent: Anna Westacott [3416]

Summary:

The proposed development of this site eats into the natural area of the Thaw Valley, and the landscape and habitat of the area. There are more suitable sites surrounding cowbridge that do not have such ecological significance

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5904 Object

Document Element: HG1 (6)

Respondent: Ruth Chapman [3421]

Summary:

I have serious concerns about how the Cowbridge sites have been assessed within the RLDP, particularly Site 370 (Bryn Melin) when compared with other sites such as Site 367 (Land south of Llantwit Major Road) and Site 455 (Primrose Hill). The scoring outcomes do not reflect the real environmental and access constraints on the ground. In my view, the assessments do not align with either local evidence or national placemaking principles.
Concerns are raised on the following grounds:
- Landscape Setting and Significance
- Relationship to Existing Development
- Local Amenity
- Access, Movement and Safety
- Sustainable Travel and Accessibility
- Local Plan Alignment and Community View

The emerging Cowbridge Placemaking Plan prioritises local identity, sustainable growth, and protection of the town edge environment. Allocating Bryn Melin runs counter to these locally agreed principles.

It is also important to note that Cowbridge Town Council unanimously opposed the inclusion of Site 370 and rejected its allocation on 24/02/2026. This local position has not been given sufficient weight.

Future growth should be directed to locations where access, public transport, and environmental enhancement can genuinely be delivered. Before allocating greenfield land at Bryn Melin, clear and transparent evidence should be provided to demonstrate why less damaging alternatives are unsuitable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t8g

5915 Object

Document Element: HG1 (6)

Respondent: Mr Ian Jones [1365]

Summary:

The proposed site viz Bryn Melyn is in the Thaw River Valley which is a designated Special Landscape Area. The Vale of Glamorgan has a duty to protect such a site.

It is considered that Bryn Melyn 370 should have received a red status rather than green as CS367 received amber and CS455 received red.

The council has previously refused permission to build because of the fact the development would retract from existing local amenities by changing the character of the road where there would be significant danger to pedestrians,cyclists,motor cyclists and motorised traffic. Road considered dangerous due to bend, lack of pedestrian pavement and 12 degree slope. There would be noise and vehicle pollution. Windmill Lane is a very narrow single track road unsuitable for access. Sites 367 and 455 do not have access issues.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t8q

5922 Object

Document Element: HG1 (6)

Respondent: Lindsey Bulleid [2240]

Summary:

Environmentally I feel this is an inappropriate area to develop. The site lies within the Thaw Valley Special Landscape Area, and development would damage its rural character, biodiversity, and open views, undermining Cowbridge's landscape and sense of place which is against the Vale of Glamorgan's goals. Other, more suburban sites would be more suitable for development. Ultimately, there is no development currently on the Bryn Melin site, whereas there is already some development within the area of the sites 455 and 367.
The transport infrastructure is not supportive of housing here. The St Athan road is small, windy, dangerous with no footpath. There is no public transport within easy walking distance. Amenities are also not within safe or easy walking distance and will necessitate people driving into Cowbridge. This is completely against the Vale's own goals and ideation when it comes to sustainable and appropriate development. The site at Bryn Melin is also very steep which environmentally and socially is not a good characteristic for development. Conversely, sites 455 and 367 are well connected with safe easy walking routes into the town centre, and access to public transport and local amenities.
Cowbridge Town Council unanimously rejected the inclusion of Site 370 in the RLDP on 24/02/2026
As outlined in the Cowbridge Placemaking Plan, local identity, sustainable growth, and protection/enhancement of town character, public spaces and the town-edge environment is incredibly important.
Building on these sites in this unspoilt valley is contrary to these principles and undermines local placemaking desires. There must be sites that are more coherent with the ideals and values of the area?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t8n

5967 Object

Document Element: HG1 (6)

Respondent: Lindsey Bulleid [2240]

Summary:

[Objection on behalf of 10 year old] I would like to object to houses being built here because I really like walking and playing in the field with my family. I also like the amazing view out across the field and all the other fields. During the day time I've seen a peregrine falcon a few times so I think he must live in the area. I would be so sad to lose my friend and the lovely space he flies around in. We walk across and down the St Athan road when we walk to st Hilary, that bit of road always feels really dangerous. It is tight and bendy, there is no footpath, and you can't see the cars coming. This would be really bad if lots of cars were driving there because of lots of new houses. There are no buses that people could use and the road is very steep. It doesn't seem like a good place for lots of new houses. It's a special place where there's lots of wildlife and you can feel like you're just in the countryside. There must be somewhere better to build the houses on.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tvb

5975 Object

Document Element: HG1 (6)

Respondent: Lindsey Bulleid [2240]

Summary:

[Objection on behalf of 7 year old] I would like object to houses being built here because I love walking in the fields and seeing the wildlife. I've seen a kingfisher and there's an owl who lives there too and lots of other wildlife. The fields are very peaceful and I love the view. I don't get why you'd build on the field, it would really spoil the countryside. There aren't any houses or buildings there at the moment and I enjoy the stars at night time because it is much darker than in the town. The road at the bottom is very twisty and there are lots of blind bends. I've done road safety with school and it isn't a safe road for people to walk on, and isn't a big road for lots of people to be driving on. It doesn't seem very good for lots of houses to be using. Please find somewhere else.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tvd

6016 Object

Document Element: HG1 (6)

Respondent: Mr Malcolm Wilson [1007]

Summary:

I am writing to express my objection to the inclusion of the Bryn Melin St Athan Road Cowbridge site in the RDLP. I believe this site to be unsuitable for development based on compliance with Welsh Government policy and the assessment of the site does not appear to be consistent with scoring of other sites in Cowbridge.

The objections relate to the sustainability criteria in respect of the following:
1. Comparison of visual impact on the landscape
2. Significance of the site to the local area
3. Access to the site by vehicles
4. Compatibility and relationship to to existing settlements
5. Site density in relation to existing settlements
6. Relationship to public transport
7. User accessibility
8. Green and active travel opportunities
9. Place character
10. Placemaking outcomes summary
11. Relationship to the Cowbridge Placemaking Plan principles

In conclusion I oppose this site being included in the RLDP as it is unsuitable for the reasons outlined above and there are more suitable sites in the town. Also, its inclusion is contrary a number of Welsh Government policies, such as biodiversity, green infrastructure and transport policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3xn

6056 Object

Document Element: HG1 (6)

Respondent: Michael Higgins [1663]

Summary:

The site fails to meet key planning principles relating to sustainable transport, safe access, landscape protection, and placemaking.

The land occupies a sensitive position on the edge of Cowbridge and contributes to the wider rural setting associated with the Thaw Valley landscape. Development in this location would extend the urban form of the town into open countryside and introduce significant
landscape change.

The objections on the grounds of:
1 - Lack of sustainable transport
2 - Landscape and Thaw Valley Setting
3 - Topography and Deliverability
4 - Impact on the setting of Cowbridge
5 - Sequential and Spatial Strategy Test
6 - Rural Land Capacity and Safety Precedent
7 - Placemaking and Well-Being of Future Generations
8 - Better Suited Alternatives

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/tc5

6072 Object

Document Element: HG1 (6)

Respondent: Mrs Krys Hunt [2259]

Summary:

I would like to register my objection to the development site Bryn Melin, Thaw Valley Cowbridge.

Sustainability
Certainly feel the above does not meet the needs of the present without compromising the ability of future needs.
This development will have an adverse impact on residents living on windmill lane/private lane at Brookfield park. A complete strain on local services + infrastructure eg. difficult to get doctors appt + schools capacity. Site not connected to public transport thus reliance on increased car use. Cowbridge cannot handle this increased capacity. As for the proposed access to the side off the St. Athan lane, how can it even been considered, so narrow & dangerous, accidents pedestrians. waiting to happen, also not foot path for pedestrians. This site development will harm nature + destroy habitat. It is constantly used for agricultural purposes, currently sheep with their lambs. I would also like to add that Clave Gardens is still not completed, the dreadful buildings instead of the 6th form school on Aberthin Road, future planning permission on land off the Slip road onto the A48 towards Bridgend, also the development to the police station in Cowbridge.

So I must ask why the need for this undesirable, unnecessary development, which can not possibly enhance the character of the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/tcd

6088 Object

Document Element: HG1 (6)

Respondent: Mr Paul Crellin [3464]

Summary:

I object to the inclusion of the site because the inclusion is not based on robust evidence and does not align with policy. Comparing the site's assessment to two other similar sites in Cowbridge (ID 367 and 455) reveals uneven application of criteria, notably in relationship to existing built form, density, vehicular access, and access to public transport.

Site 370 has scored green in these criteria but the other sites scored amber, e.g. Bryn Melin's access from St Athan Road poses safety concerns, yet it received a favourable rating. Access to Public Transport is rated green and the other two sites are rated amber.

I seek clarification on why assessment standards have not been applied uniformly across all sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form redacted - https://valeofglamorgan.oc2.uk/a/tcn

6092 Object

Document Element: HG1 (6)

Respondent: H S & H A Simpson [3471]

Summary:

We object to including Site 370 in the RLDP, as Bryn Mellin in Thaw Valley is a designated Special Landscape Area and should be protected. There are objections to the scoring of the site assessment in respect of relationship and compatibility with existing built form, visual impact, significant of the site to the area. access, public transport and pedestrian and cycle routes and green infrastructure.

The draft Cowbridge Placemaking Plan emphasises local identity, sustainable growth and protection and enhancement of town character, public spaces & the town-edge environment.The Bryn Mellin development on greenfield land is contrary to these principles and undermines locally articulated Placemaking ambitions.

Change suggested by respondent:

Remove the site from the RLDP.

Sound: No

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/tds

6093 Object

Document Element: HG1 (6)

Respondent: Dr Kelly Simpson [3474]

Summary:

The site lies within the Thaw Valley Special Landscape Area, and development in this location would undermine the need to protect the character, environmental quality, and rural setting of this sensitive landscape. The current assessment appears to underestimate the impact of development, particularly in relation to the site's compatibility with the existing built form, its visual impact on the landscape, and its environmental significance. Given the low housing density and rural character of the surrounding area, development of this scale would be out of keeping with the existing landscape and should therefore be rated red rather than green or amber in the relevant placemaking assessments.

The proposal would also negatively affect an established public footpath within the area, reducing the value of an important local recreational amenity.

Access to the site presents further concerns. St Athan Road is narrow and subject to width restrictions, and additional traffic generated by a development of this scale would increase congestion and raise safety risks. Construction traffic, including heavy goods vehicles, would likely cause significant disruption. The steep gradient of the site would also contribute to higher carbon impacts associated with development and access.

The site is poorly served by public transport and lacks adequate pedestrian and cycling infrastructure. There are no pavements along the roads serving the site, and existing paths do not meet the Council's minimum width standards. As a result, future residents would be heavily reliant on private vehicles, which conflicts with sustainable transport objectives.

The draft Cowbridge Placemaking Plan emphasises the importance of protecting the town's character, local identity, and surrounding landscape. Development of Bryn Mellin on greenfield land would conflict with these principles. In addition, Cowbridge and Llanblethian Community Council and Cowbridge Town Council have both unanimously opposed the inclusion of Site 370 in the RLDP.

Change suggested by respondent:

I respectfully request that it be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tdr

6264 Object

Document Element: HG1 (6)

Respondent: Miss Jane Brown [1309]

Summary:

My objections are detailed in full below this summary.
1. The site has unsafe access for vehicles, pedestrians & cyclists – three different areas of concern are St Athan Road, Windmill Lane & Bessant Close (Brookfield Park).
2. Planning applications have been refused in the past with the same reasons for refusal relevant today.
3. Special Landscape Area. The site is visible from a wide area. Building houses on this site will have a detrimental impact visually on a very pretty area.
4. Inconsistencies with excluding other Cowbridge sites from the RLDP, the reasons for their exclusion should also apply to this site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Form Redacted - https://valeofglamorgan.oc2.uk/a/3k7
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3k8

6313 Object

Document Element: HG1 (6)

Respondent: Dr R Simpson [1308]

Summary:

I wish to formally object to the inclusion of Site 370 in the RLDP Final Draft on the following grounds:
- Peacemaking, Character and Place
- Relationship to and Compatibility with Existing Built Form
- Visual Impact on Landscape, Streetscape and Historic Environment
- Significance of the Site to the Area
- Access to the Site and Vehicular Movement
- Access to Public Transport and Pedestrian/Cycle Routes
- Accessibility for All Users
- Opportunities for Enhancing Green Infrastructure and Active Travel

Placemaking Outcome Summary
The Thaw Valley's status as a Special Landscape Area means it should be protected from development of this nature. Limited public transport provision means that residents would rely heavily on private cars for commuting, shopping, and leisure. Cowbridge and Llanblethian Community Council has unanimously opposed the inclusion of this site in the RLDP. The proposed development would harm the character of the area, disrupt the existing public footpath, and negatively affect local residents. Accordingly, the site should be given a red rating.

Emerging Placemaking Principles for Cowbridge
The draft Cowbridge Placemaking Plan highlights the importance of maintaining local identity, supporting sustainable growth, and protecting the character of the town, its public spaces, and its surrounding landscape. Development of Bryn Mellin on greenfield land conflicts with these principles and undermines the stated placemaking objectives for the area. Cowbridge Town Council unanimously rejected the inclusion of Site 370 in the RLDP on 24 February 2026.

Conclusion and Proposed Changes
In light of the issues outlined above, I believe that the inclusion of Site 370 within the RLDP is inappropriate. We therefore formally object to its allocation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mx

6348 Object

Document Element: HG1 (6)

Respondent: Mr Stephen Pearce [1306]

Summary:

I am challenging the soundness of the assessments that has lead to its inclusion and question whether the assessment process has been objectively implemented.

1. The current greenfield site is not the one allocated in the existing LDP. It omits the adjoining field needed to realign St Athan Road, a required safety measure for road users and for safe access to and from the site.

2. When the actual environment and topography is taken into account, the RLDP sustainability assessment seems skewed to include site 370 despite its obvious unsuitability simply because there is an existing 3.5 year old planning application.

Specific areas of concern are:

- Narrow road and dangerous entrance and exit – confirmed by an expert independent risk assessment.
- Very limited access to and from the site.
- No provision for cyclists despite the policy to do so.
- The site has a hill with gradient of up to 12% running through its centre.
- Despite being in a Special Landscape area, the assessment score of Green ++ cannot be supported. No mitigation measures will hide the development from view.
- Understanding the habitats in and around the site by local residents has been ignored despite evidence of local wildlife.

3. Most Cowbridge residents commute out of town and rely on cars because the only public transport is a limited bus to Cardiff or Porthcawl. This makes the Sustainability Assessment unrealistic, as buses are not a viable option for most workers.

4. The viability assessments support the conclusion that the site is not sustainable and should not be included. It would only be viable if social housing percentage is reduced to 18% and the payment to the local authority and cost of the land substantially reduced.

Sites other than 370 would provide a better alternative.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tx4

6386 Object

Document Element: HG1 (6)

Respondent: Mrs Lisa Holtam [2316]

Summary:

Formal objection to site's inclusion in RLDP on the grounds of
- Placemaking, character and place
- Landscape and Character - Impact on community character and landscape
- Relationship to and compatibility with existing built form, layout, scale density, building types
- Significance of the site to the area
- Visual Impact on landscape/streetscape/historic environment
- Strain on local infrastructure and services/ Infrastructure and Service
- Density of the proposal in relation to existing developments
- Access to Site vehicular movement/ Traffic and highway safety
- Access to public transport, pedestrian/cycle routes
- Opportunities for enhancing green infrastructure/active travel
- Flood risk drainage concerns
- Loss of Green infrastructure and biodiversity – environmental impact
- Placemaking outcome summary
- Emerging Placemaking Principles for Cowbridge

Conclusion & Proposed Changes

Change suggested by respondent:

Retain the site within open countryside, protected under relevant rural policies. Focus future growth where environmental and green infrastructure enhancement can be delivered, supporting the Vale's biodiversity network and placemaking aspirations. Provide clear, transparent evidence (with up-to-date landscape and ecological assessments) for any Greenfield allocation before plan submission. Provide clear evidence that alternative sites are less appropriate before extending Cowbridge's physical footprint.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3mm

6403 Object

Document Element: HG1 (6)

Respondent: Mr Phillip Holtam [2319]

Summary:

I am writing to formally object to the inclusion of Site 370, Bryn Melin, in the RLDP Proposal for The Vale of Glamorgan. My objections are based on:
- Placemaking, Character and Identity of Place
- Loss of Green Infrastructure & Biodiversity
- Relationship to and compatibility with existing build form, layout, scale, density, and building types
- Visual impact on landscape, streetscape, and the historic environment
- Significance of the site to the surrounding area
- Density of the proposal in relation to existing developments
- Vehicular access and movement to the site
- Access to Public Transport, Pedestrian and Cycle Routes
- Accessibility of the Site for All Users
- Opportunities for Enhancing Green Infrastructure and Active Travel
- Placemaking Outcome Summary
- Emerging Placemaking Principles for Cowbridge

Conclusion and Proposed Changes
The site should remain designated as open countryside and continue to be protected under existing rural planning policies. Future growth should instead be directed toward locations where environmental enhancement and green infrastructure can be delivered while supporting the Vale of Glamorgan's biodiversity network and placemaking objectives. Clear and transparent evidence, supported by up-to-date landscape and ecological assessments, should be provided before any greenfield site allocation is included within the plan.

In addition, the council should demonstrate clearly that alternative sites are less appropriate before extending the physical boundary of Cowbridge into the surrounding countryside. For the reasons stated above, I respectfully request that the Council reconsiders the inclusion of Bryn Melin within the RLDP and prioritise sustainable and more appropriate alternative sites that won't have such an impact on environmental assets and community wellbeing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ng

6404 Object

Document Element: HG1 (6)

Respondent: Mrs Pamela Kay [3572]

Summary:

I would like to object to the development of the Bryn Melin field (site 370, and adjoining sites 475 and 514)
This site is not as well suited as alternative sites (such as 455 and 367), and directly contravenes the placemaking goals and priorities of the area.
The site is within the thaw valley designated special landscape area and has uninterrupted views and access to nature. There is currently no development/suburban creep in this vicinity and developing here would destroy that. Other alternative sites (eg 455 and 367) appear better suited as they are already adjacent to suburban sprawl.
I am also particularly interested in astronomy. This area of Cowbridge, as it is a valley with no development, has significantly less light pollution than other more suburbanised areas. This is a valuable and a relatively rare resource so close to a town. Development here would destroy this.
I also do not feel the site is appropriate for a housing development. The site itself is very steep and the St Athan road is steep, narrow, with blind bends and no footpaths and no public transport. There is no easily accessible local access to jobs/amenities. Other sites (e.g 455 and 367) seem better suited to development as they have better access/transport links and already have adjacent suburban sprawl.
Please retain this site within open countryside and protect it for people to enjoy, for the wildlife and diversity that currently lives there, and to maintain the character of the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yx

6415 Object

Document Element: HG1 (6)

Respondent: Mr John Kay [3576]

Summary:

I would like to object to the potential classification of the Bryn Melin field (site 370) in terms of its development potential. I believe that this site is unsuited to development for a number of reasons.
We should retain high quality open countryside.
It is in the Thaw Valley which is a highly valued open space in the neighbourhood-unspoilt countryside from Llanblethian to St Hilary. It has uninterrupted views and provides easy access to nature. Any development in this field would significantly damage the integrity of the whole valley. The public footpaths across it are important to local people
We should not increase danger on our roads
Secondly, St Athan Road, the only vehicular access to the site, is narrow with no footpaths. The road is already dangerous and any increase in traffic would make it more so. The albeit temporary construction traffic would make it much much more so again - and for how long?
Dark sky sites are to be protected for future generations
am also particularly interested in astronomy and am currently developing interest in the night sky in a local primary school. This area of Cowbridge, as it is a valley with no development, has significantly less light pollution than other more suburbanised areas. This is a valuable and a relatively rare resource so close to a town. Development here would destroy this and make it much harder for future generations to gain a view of the heavens. The Welsh Government supports Dark Sky sites; it would be bad to lose our local one

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3js

6428 Object

Document Element: HG1 (6)

Respondent: Mr James Bulleid [3584]

Summary:

A comparison of the proposed development sites around Cowbridge was included in the RLDP, yet the suitability ratings given to Bryn Mellin (Site 370) contain major inconsistencies when set against those allocated to other local sites—specifically Site 367 (South of Llantwit Major Road) and Site 455 (Primrose Hill).
The inconsistencies relate to the scores for the following categories:
- Built Form, Layout and Compatibility
- Visual and Landscape Impact
- Significance of the Site to the Area
- Density in Relation to Existing Development
- Vehicular Access and Movement
- Access to Public Transport and Active Travel
- Accessibility for All Users
- Opportunities for Green Infrastructure and Active Travel
- Placemaking Outcome Summary

The draft Cowbridge Placemaking Plan emphasises Local identity, sustainable growth, Protection of the town's character and edges and Enhancement of public spaces and green infrastructure. Allocating a large greenfield site within a protected landscape directly contradicts these principles. There is little evidence that the local council's placemaking criteria or local knowledge were meaningfully incorporated into the assessment.

Change suggested by respondent:

Retain Bryn Mellin as open countryside under existing rural protection policies.
• Direct future growth to locations where environmental enhancement and green infrastructure can be delivered.
• Provide transparent, up-to-date landscape and ecological evidence before allocating any greenfield land.
• Demonstrate clearly that alternative sites are genuinely less suitable before expanding Cowbridge's physical footprint

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3kd

6460 Object

Document Element: HG1 (6)

Respondent: Tim Griffiths [3591]

Summary:

The proposed development in the Thaw Valley is fundamentally incompatible with the Welsh Government's stated commitment to safeguarding Special Landscape Areas. Proceeding with this allocation would undermine those protections and set a concerning precedent for future planning decisions.

The site is also severely constrained by its lack of public transport provision. Any development here would, by necessity, result in a substantial increase in private car use. Residents would be forced to rely on cars for commuting, shopping, leisure, healthcare, and social needs, placing unsustainable pressure on already burdened local roads.

Furthermore, Cowbridge and Llanblethian Town Council unanimously opposed the inclusion of this site in the RLDP. As the authority responsible for the Cowbridge Placemaking Plan, the council has a clear and informed understanding of the town's needs and long term priorities. Its unequivocal opposition should carry significant weight in the decision making process.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tmx

6479 Object

Document Element: HG1 (6)

Respondent: Mrs Helen Devereux [1627]

Summary:

I formally objection to the inclusion of Site 370, Bryn Melin, Cowbridge in the RLDP as the Candidate Site Assessment Methodology has not been applied consistently with Bryn Melin being scored more generously than other sites with similar or lesser issues. Also, historical decisions regarding this site are being disregarded.
The concerns about the methodology relate to the scoring for
- Topography and site conditions;
- Vehicular Access;
- Access to public transport and pedestrian cycle routes;
- Accessibility for all users;
- Visual Impact on landscape and Significance of Site to Area;
- Opportunities for enhancing green infrastructure/active travel;
- Community Facilities; and
- Placemaking outcome strategy.

History – The site has been rejected previously 3 times on expert grounds. It should no longer be considered, as per council policy which has been applied to other sites.
The Bryn Melin site in the current LDP is not the same as Site 370. The current LDP Bryn Melin site can only be developed if St Athan Road is realigned. This requirement is clear and necessary. What is the rational now for REMOVING this well thought through Council requirement? Access and traffic safety are a fundamental part of the Assessment Stages for including sites in an LDP. Why has this not happened for Site 370? Why has the independent traffic report from Lime Transport provided by the Thaw Valley Group been ignored? An inconsistent approach is being applied to Site 370 which ignores the Council's historical decisions.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3qb

6482 Object

Document Element: HG1 (6)

Respondent: Mrs Caroline Cjsochovsky [3603]

Summary:

Site 370 sits in the Thaw Valley, which is a designated Special Landscape Area. This designation was intended to protect open space from development. Site 370 provides unique character and this character will be lost permanently if replaced by housing.

Running through site 370 is a footpath that enables locals and rambling group to walk in open fields. This footpath provides access to other fields and open space, A housing development on site 370 would change the character of this public amenity severely and would restrict access to other open spaces for walking. This is not in keeping with the Council's policies or Cowbridge's Placemaking Plan. Housing should not result in the loss of existing public amenities,

Vehicular Access to site 370 via St Athan Road (the only access option) is a major RED flag due a sharp blind bend and narrow road. Site 370 does not required or allow for the realignment of St Athan Road. Realignment of St Athan Road is the only safe option for developments in this area, as determined by the Council previously. Cycling into and out of St Athan Road has the same RED flag safety issues.

Site 370 is not accessible for all users. This should also be a RED flag. The site has a steep gradient. The lower half of the field would not be suitable for elderly walkers, pushchairs, young children cycling. There are no pavement areas leading to this site, making access to public transport and services difficult. As a consequence, this will lead to a higher car usage than other potential sites in Cowbridge.

Site 370's steep gradient means the Council's housing density requirements cannot be met and consequently green infrastructure cannot be delivered.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yq

6521 Object

Document Element: HG1 (6)

Respondent: Mrs Patricia Anne Williams [2152]

Summary:

I write to inform you that I STRONGLY OPPOSE the Inclusion of the above SITE 370 BRYN MELIN COWBRIDGE in the RDLP on the grounds of:
Formal objection to site's inclusion in RLDP on the grounds of
- Placemaking, place and character
- Landscape and Character - Impact on community character and landscape
- Relationship to and compatibility with existing built form, layout, scale density, building types
- Significance of the site to the area
- Visual Impact on landscape/ historic environment
Relationship to and compatibility with existing built form scale types
- Density of the proposal in relation to existing developments
- Access to public transport, pedestrian/cycle routes
Accessibility to all users
- Opportunities for enhancing green infrastructure/active travel
- Placemaking summary
- Emerging Placemaking Principles for Cowbridge

Bryn Melin MUST be Retained and Protected as a Rural Pasture Green Field Alternative Brown field sites should alternatively be sought for development or sites that do not have major access and traffic problems Sites that don't tear up the beauty of the landscape sites that don't endanger habitats and wildlife sites that don't impact on current residents privacy and safety

The site has been used in an emergency situation for a helicopter to land and there are a severe lack of other safe landing areas for emergency helicopters.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sv

6523 Object

Document Element: HG1 (6)

Respondent: Mike and Hilary Carney [3620]

Summary:

The site was included because it was stated that it was in the original LDP but the site is substantially different and probably wouldn't have been included in the original if it was in its current form having very limited or no safe access by car, cycle or pedestrian.

I would challenge the soundness of this site's inclusion on the basis of sustainability and evidence base. Many aspects of the sustainability assessment are flawed in themselves and are also questionable when compared with the assessment of the other cowbridge sites.

There are flaws in the evidence base and a distinct bias, for whatever reason, in the sustainability assessment. It is doubtful whether any of the sites in cowbridge were visited during the final assessment but it is clear that of all the sites within cowbridge this site, bryn melin, offers the worst opportunity for development.

The site is in a special landscape area and development of the site would not only destroy this scenic green agricultural field but also remove a public amenity of a public footpath used by many for walking and dog walking.

The site is a habitat for many animals and species and is a stepping stone into the wider countryside beyond.

The topography of this site is very challenging with a slope of over 11.5 percent which means that there will be substantial carbon emissions with excavation, retaining structures and infill. The topography of the site also presents substantial challenges for accessibility, pedestrians and cyclists.

The main issue with the site is the access for all forms of transport whether car, cycle or pedestrian. There is no obvious, safe access for any of these modes of transport and the recent independent road safety audit confirmed these findings. It is not clear how any modifications to the site can make access safe and available and comply with Welsh government and local council policy requirements.
Cowbridge does not have good, economical public transportation links. This is particularly significant as most of the jobs are outside of cowbridge and require the use of cars for access. Access from this site to even local facilities will probably require the use of cars because of the topography, location and relative accessibility. It is also not clear within the evidence base that Cowbridge needs this site to meet any future housing demands within the deposit plan time frame

It is also questionable why this Cowbridge site was included in the plan especially when compared to the other available sites considered in the stage 3 assessment. .No local knowledge or placemaking assessment appears to have been carried out and the local town council and residents of Cowbridge have not been consulted adequately on the selection of this site, particularly when compared to the other considered cowbridge sites.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tpm

6554 Object

Document Element: HG1 (6)

Respondent: Mrs Kathy Williams [3634]

Summary:

My primary objection of this development is the huge negative impact on a beautiful area of countryside that is easily accessible for local residents of Cowbridge to enjoy. This site is part of the Thaw Valley and is protected by being in a designated Special Landscape Area. Many walkers enjoy wonderful views of the valley with its variety of habitats for plants, trees and wildlife. As the site is on a steep slope, any environmental pollutants either in the construction phase or when the houses are inhabited, would filter into the waters of the river Thaw. Wildlife and vegetation would surely be effected negatively. Another concern is the fact that there is currently no footpath along the St Athan road from the entrance of the site towards the traffic lights at the east end of Cowbridge (route to the secondary school). The road is narrow and winds steeply up/down a hill and the creation of a safe footpath or cycle path is not possible. The knock-on effect of this would be a huge increase of pedestrians and cyclists using the private road, Windmill Lane, instead of a public footpath in order get to Cowbridge safely.

Change suggested by respondent:

-

Sound: No

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3mb

6559 Object

Document Element: HG1 (6)

Respondent: Thaw Valley Group (Mr Michael Carney) [1406]

Summary:

Grounds for Objection.
1. Inconsistent with Local Strategy and Settlement Pattern
2. Environmental and Landscape Impact to protect.
3. Biodiversity & Habitat Concerns - Rich Local Biodiversity and Habitat Networks and Connectivity
4 Planning Policy & Soundness Issues

It is considered that there are errors in the assessment of the site through the candidate site assessment process in respect of the following headings when compared with other sites
• Wildlife Corridors, Green Networks or Stepping Stones
• Historic Environment
• Special Landscape area and Glamorgan Heritage Coast Designation
• Topography and Site Conditions
• Tree Preservation Orders, Hedgerows and Woodlands.
• Access to Services and Facilities.
• Highway Accessibility.
• Climate Change.
• Placemaking, Character and place.
• Relationship to and compatibility with existing built form, layout, scale density, building types.
• Visual Impact on landscape/streetscape/historic environment.
• Significance of the site to the area.
• Density of the proposal in relation to existing developments.
• Access to Site vehicular movement.
• Access to public transport, pedestrian/cycle routes.
• Whether the Site appears accessible to all users.
• Opportunities for enhancing green infrastructure/active travel.
• Placemaking Outcome Summary.
• Emerging Placemaking Principles for Cowbridge

Conclusion & Proposed Changes
For the reasons set out above, this representation requests that the Council remove Site 370 - Bryn Melin from the RLDP housing allocations

Change suggested by respondent:

Remove site and:
1. Reassess the flawed and biased sustainability assessment using an independent consultant or the local council.
2. Assess the viability of the scheme based on developers submissions.
3. Consider whether there is a requirement for additional housing within Cowbridge.
4. Consider whether the development in Cowbridge complies with Welsh government policy and TAN 18 of identifying developments within mass transport areas
5. Retain the site within open countryside, protected under relevant rural policies.
6. Focus future growth where environmental and green infrastructure enhancement can be delivered, supporting the Vale's biodiversity network and placemaking aspirations.
7. Provide clear evidence that alternative sites are less appropriate before extending Cowbridge's physical footprint.

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3s6

6614 Object

Document Element: HG1 (6)

Respondent: Mrs Dawn Jones [1734]

Summary:

I document the construction activities at site 370, Bryn Melin, between 2022 and 2025 with photos attached, highlighting negative visual impacts, poor planning permissions, and safety concerns. The construction of the entrance in 2022 involved felling trees, dumping hardcore, and building a poorly constructed motorway-style entrance, which required repairs. The access road is narrow, steep, and dangerous for large vehicles and pedestrians, with limited pavement space. The site's green wedge status and landscape significance have been compromised, threatening biodiversity and local habitats. I urge planners to reconsider the cumulative environmental and visual damage caused and destruction of the Thaw landscape.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation images - https://valeofglamorgan.oc2.uk/a/34g

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/34x

6664 Comment

Document Element: HG1 (6)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG1 (6) Land adjoining St Athan Road

Land Contamination: The site is located over a principal aquifer. Any development would need to consider the hydrological setting of the site and vulnerability of pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6983 Comment

Document Element: HG1 (6)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00958/FUL. A hydraulic modelling assessment (HMA) will be required.
Wastewater - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00958/FUL. The public sewerage network can accept potential foul flows from this development site.
A 65mm diameter pressurised rising main sewer crosses the site.
Wastewater Treatment Works - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00958/FUL. Cowbridge WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6706 Comment

Document Element: HG1 (7)

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Policy HG1(7) - MOD St Athan (technical safeguarding zone)
Development triggering statutory safeguarding criteria:
• Any development or change of use will trigger statutory consultation requirement
• Development of, or exceeding, 10.7m in height above ground level will trigger statutory consultation requirement

Change suggested by respondent:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

6928 Comment

Document Element: HG1 (7)

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Although we do not necessarily dispute this sites progression, given Wates have submitted a full planning application (Ref 2024/01152/FUL) which is currently under consideration. It is important to recognise that, according to the Council's online planning register, two substantive consultation concerns remain outstanding. Firstly, the Highways response raises fundamental layout issues; and secondly, the Ecology department maintains a holding objection on the basis of insufficient supporting evidence. To date we understand both matters remain unresolved and may well require extensive design amendments, additional technical work, and potentially further consultation before the application can ultimately be determined.

In the absence of confirmed solutions to these issues, there remains uncertainty regarding the timeframe for determining the planning permission. Furthermore, even if consent is secured, there will be a need to discharge conditions and address any pre-commencement requirements, which will inevitably impact the lead-in time before development gets underway. Given these outstanding matters, the assumption that development will commence in 2027/28 appears optimistic at this stage. Delivery timescales may be extended depending on the scaleof amendments required and the duration of condition discharge processes. With this in mind, we believe it is prudent for the emerging RLDP to identify a broader and more diverse portfolio of site allocations to support housing delivery earlier on in the plan period. Ensuring flexibility through additional deliverable sites will reduce the Council's overreliance on sites such as this one and provide greater certainty in maintaining a more consistent supply.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6984 Comment

Document Element: HG1 (7)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - Dwr Cymru Welsh Water has made representations on planning application ref 2024/01152/FUL. A hydraulic modelling assessment (HMA) will be required.
WAstewater - Dwr Cymru Welsh Water has made representations on planning application ref 2024/01152/FUL. A hydraulic modelling assessment (HMA) will be required.
Wastewater Treatment Works - Dwr Cymru Welsh Water has made representations on planning application ref 2024/01152/FUL. Welsh Water is delivering a scheme at West Aberthaw WwTW by 2030, and capacity will be available at the WwTW to accommodate foul flows from the proposed allocation upon completion of a scheme at the WwTW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7043 Object

Document Element: HG1 (7)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7144 Object

Document Element: HG1 (7)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7164 Object

Document Element: HG1 (7)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7208 Object

Document Element: HG1 (7)

Respondent: Mr Clifton Russell [3064]

Summary:

My objections refer to the village of St Athan and its proposed overdevelopment - The village has limited infrastructure two doctors surgeries which are full to capacity with existing patients, a school which apparently is full and struggles to take on any additional children three shops but it is proposed to add 1100 houses over possibly 7 building sites. This means an additional 1500 -2000 vehicles on the already narrow and congested roads some of which were built for horse and carts not large motorcars. We do not have a railway station or a regular half hourly bus service.
Whilst I accept the principal of sustainable growth, there are limited employment opportunities. People will need to travel out of the area for work (Cardiff, Barry, Bridgend etc) which means extra vehicles on the roads causing congestion, especially at the monument entrance to St Athan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4413 Object

Document Element: HG1 (8)

Respondent: Miss Hayley Evans [2759]

Summary:

Land has always been a community open space for dog walkers and children for years even when I was a child back in the 70's and Annington homes guaranteed that nothing would ever be built on this land before signing agreement to buy my property over 24 years ago. It will take away a lovely view and quiet area in which was the main reason bought it and moved out of Barry. It will cause disruption, noise, more traffic, and having houses directly in front of my property not what wanting takes away view love everyday. Very annoyed!

Change suggested by respondent:

Remove site HG1(8) Land at Clive Road, St Athan

Sound: Not specified

Attachments:

IMG_9561.jpeg - https://valeofglamorgan.oc2.uk/a/svr
IMG_9562.jpeg - https://valeofglamorgan.oc2.uk/a/svs
IMG_9563.jpeg - https://valeofglamorgan.oc2.uk/a/svt

4481 Object

Document Element: HG1 (8)

Respondent: Mrs Emma Sprudd [2724]

Summary:

- This field is used for dog walking & recreation by local community. Its the only area we have left in this area of St Athan.
- Infrastructure is extremely poor in St Athan especially here where we are separated from the village by a very steep hill. The buses are 1 per hour and often skip St Athan when they are delayed
- The green space along Clive Road belongs to the estate. Residents already struggle with parking on the narrow road so the entrance on suggested plans will not work.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4482 Object

Document Element: HG1 (8)

Respondent: Miss R Coles [1593]

Summary:

I think the site is not suitable for the proposed planning for a number of reasons.
The access will create a major problem as it is off the only road in and out of that side of the current estate, plus the facilities in the area are already inadequate, eg schools, doctors, shops.
The land is almost directly under the flight path, so planes coming in to land would be extremely close to the proposed flats/houses which is dangerous.
With so much land available on the old air force base, why not put houses there.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4483 Object

Document Element: HG1 (8)

Respondent: Mrs Heather McKay [2810]

Summary:

This is one of the only few remaining available patches of grass to walk my dog in the local area, that aren't recreational grounds used for sports. Previously accessible green land in the area have had new housing estates built on them such as by the gathering place. I also take my daughter to play football safely in the old basketball court, as here she's not at risk of getting injured by traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4484 Object

Document Element: HG1 (8)

Respondent: Mrs Helen Bullen [2811]

Summary:

I object to the building on Clive Road as this land is actively used daily by myself and lots of others as a safe area to exercise our dogs.
There a few places locally where dogs can run off lead in a safe environment.
It is also a safe area for lone women to walk and exercise which I fully appreciate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4485 Object

Document Element: HG1 (8)

Respondent: Mr Martin Bullen [2812]

Summary:

I object to the building on land at Clive Road as the local community including myself and family use this field for exercise of our dogs and to take our grandchildren to play.
There are few safe flat areas locally where dogs can run free and children can play safely in a natural environment.
As a person over sixty it's important to have areas that are accessible for our age group where we feel safe.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4486 Object

Document Element: HG1 (8)

Respondent: Mr Lewis Tiley [2813]

Summary:

East Camp has very few green spaces. This site is an important third space that is used frequently by the community here. I myself have used this site to walk my dog, walk with friends or to simply get outside to clear my head and get away. If it is taken away It will be a bit loss for the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4487 Object

Document Element: HG1 (8)

Respondent: Mr Gareth Morgan [1798]

Summary:

First and foremost, the field alongside Clive Road is busy with dog walkers and children playing. Do we really need more housing, especially here when there are more suitable locations without trying to cram hundreds more into a small space? St. Athan does not have the infrastructure to accommodate more people. If the land is used, it would be better suited to businesses, shops or a base for police or ambulance.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4488 Object

Document Element: HG1 (8)

Respondent: Mrs Pauline Harris [2815]

Summary:

This field is used by many residents in the area. It's one of the few green spaces left for residents on East Camp after the Parc Wen estate took most of it.

Children play here, dogs are walked here and I feel that putting housing on this land would be detrimental to the community.

We, also, do not have the infrastructure in place for the houses that are here now and if this goes ahead it would put a strain on the community as well as bringing the price of houses in the area down.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4490 Object

Document Element: HG1 (8)

Respondent: Mr Benjamin Sprudd [2817]

Summary:

This Field and basketball court are used daily by the community for leasure and community gatherings. It has been used for such things for 20+ years.
The infrastructure in St Athan is poor at best with the nearest shop being over half a mile away.
Transport links are also awful in the area with the bus times not even linking with train times in LLANTWIT MAJOR!
The lost of the field would have a negative impact on the mental health/ quality of life of the community already losing the field next to the gathering place a well as others.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4491 Support

Document Element: HG1 (8)

Respondent: Mr Christopher Goacher [2818]

Summary:

I have lived in Drake close for 22 years my only entry/exit being via Clive road. I note there are those who say this is a " much used green space ". This I believe on my evidence to be disingenuous. I have NEVER seen children playing in the grassed area and only once or twice a year I have seen children kicking a ball about in the hard court area. The field IS used by dog owners to let their pets run and defaecate at will. The field is rarely mown. I support the use for much needed housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4492 Object

Document Element: HG1 (8)

Respondent: Ms Abbie Sell [2819]

Summary:

This land is used so frequently by the local community for dog walks and children. We have no safe enclosures like this to divert to if this land is built on.

I understand that the need for more housing, however there isn't enough services and safe spaces in St Athan before adding extra housing

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4605 Object

Document Element: HG1 (8)

Respondent: Mr Jeremy Wyatt [2866]

Summary:

I oppose the Clive road proposal, as I believe social housing needs to be supported by infrastructure, shops, pharmacy etc in particular and there is zero provision at this end of St Athan. I believe there is little justification sacrificing this valuable community space unless more is done to develop at least local shops at the Eglwys Brewis, Flemingston Road area of St Athan where there are several planned developments.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5014 Object

Document Element: HG1 (8)

Respondent: Ms Elaine Taylor [3077]

Summary:

I'm utterly shocked as to you think it's ok to build more houses on are only green space,it is used by all, for walk dog grandchild play safely . Why do you need to build more houses it's not viable for the village and certainly not for us the residents on the estate.

It's on Clive Road Field, the proposal over private land which the local resident have paid for and maintain, this will be a big loss. We don't have enough open green space as it is.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szt

5075 Object

Document Element: HG1 (8)

Respondent: Emma Walsh [3116]

Summary:

I object to the development of Clive Rd Field as I believe it will impact negatively on biodiversity, human and wildlife wellbeing, traffic and congestion in the surrounding area.
Please stop developing our community green spaces before there are none left.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/szn

5091 Object

Document Element: HG1 (8)

Respondent: Catherine Levett [3124]

Summary:

Growing up on Clive Road, I enjoyed outdoor activities on the field such as building snowmen, walking dogs, and picking wildflowers. I continue to walk dogs there and believe building on this land would restrict exercise, play, and outdoor freedom for the community. The field is used daily by walkers and children for socialising and learning about nature, biodiversity and wildlife. Construction would negatively impact local residents' mental health, disturb wildlife, and cause stress for those that house animals and pets due to noise from building opposite the houses.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/smy

5116 Object

Document Element: HG1 (8)

Respondent: People's Forum Wales (Susan Jones) [3134]

Summary:

I wish to object to any redevelopment of this long-standing natural area.
There are less and less natural habitat areas for insects and animals to breed, lay their eggs, develop and mature into adults to continue the cycle of biodiversity. Many insects are dying away, possibly never to be replenished again! This will affect other species and plants that rely on them for their cycle of life, as everything is interlinked in the biodiversity of nature.
Please stop selling off land for profit and start truly protecting life and the planet before it's too late and you have destroyed everything!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/syt

5129 Object

Document Element: HG1 (8)

Respondent: Mr Joel Horn [3137]

Summary:

DON'T CLOSE/BUILD ON THE FIELD

That field is there specifically for walking the dogs around because there are alot of animals around here and there to play with them on too

If that goes there's gonna be nothing left you've already built on the last field a few years ago and now you've gone too far I don't want that field to go like I said it's there for a reason for walking and playing with the dogs and because alot of animals around St Athans

SAVE THE FIELD 😭
NO BUILDING ON IT

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/sy8

5131 Object

Document Element: HG1 (8)

Respondent: Steve Hinton [3136]

Summary:

I wish to express my concern regarding the proposed housing developments at this site. My very first visit here was about 6 years ago and my reason for the visit was to look for a species of spider namely, Wasp Spider. Knowing this area well it looked excellent for this species. These Spiders were discovered in the Thaw Valley not very far from this site the year before. Wasp Spiders in this area represent the first record for Wales. As hoped the area held good numbers of Wasp Spiders despite the dog walkers and public use. Over the course of 6 years and many visits I have also, along with many common Species of birds and insects discovered Essex Skipper Butterflies and Roesel`s Bush Crickets, both quite rare in this area. It would be a shame to see another area of unique biodiversity lost to housing!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sy6

5146 Object

Document Element: HG1 (8)

Respondent: Mrs Anita Mckinstry [1794]

Summary:

This piece of land is used daily for people to walk dogs, children play on this field and a much needed green space easily accessible to many.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5184 Support

Document Element: HG1 (8)

Respondent: Emma Chandler [3153]

Summary:

I am absolutely and wholeheartedly in favour of the development. The field isn't used by the community at all. The local children do not play there either; they cannot play there safely at all. That field is only used by local dog owners most of whom refuse to pick after their dogs. This problem is made worse in summer when the grass is left to grow to above knee height, making the excrement impossible to see. I have never once witnessed any children playing there in my 10 years of living overlooking the field. Every single person going into that field is an adult with a dog and the majority of dogs are immediately taken off the lead and left to run loose.

The smell in the field from the excrement is unpleasant in the heat of summer and the extra housing would be welcome. The field is currently at best an overgrown dog toilet and at worst a health and safety risk from off lead dogs and their excrement. The local dog owners who oppose the development are only doing so because they will be forced to use the open spaces in the east camp estate where the children actually do play and where they will be under more pressure to pick up after their pets, whereas the field offers the perfect cover. Please please do get rid of the dog toilet.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/syh

5223 Object

Document Element: HG1 (8)

Respondent: John Davies [3175]

Summary:

Objections to the plans.
This is a fine space for all ages to enjoy, walk the dogs in, good for mental health and wellbeing.
It is important to live up to promises of prioritising nature and the environment in acknowledged emergency.
Where are the facilities to meet the needs of more residents when already an issue for the local population's needs?
This will add even further to the current traffic congestion problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/spj

5270 Object

Document Element: HG1 (8)

Respondent: Mr Paul Noyes [2229]

Summary:

I am writing to object to the proposed housing allocation at Clive Road, St Athan (51 units) in the Vale of Glamorgan Deposit RLDP (2021–2036) and to request that the site is removed (de-allocated) at adoption.

1. The allocation conflicts with the RLDP's own strategic distribution logic. The Deposit RLDP confirms a "Sustainable Growth Strategy" that focuses development in a Strategic Growth Area. Clive Road is not a strategic site and its inclusion appears to be driven by a package deal arrangement rather than spatial strategy.

2. Weak alignment with national planning policy.
Future Wales: The National Plan 2040 expects growth to be concentrated in locations with high accessibility and public transport. Clive Road does not meet this threshold due to its rural setting.

3. Over-concentration of growth in St Athan.
Other major allocations (Church Farm and Land West of St Athan) already place significant development pressure on the village. Adding Clive Road further intensifies unsustainable car-dependent expansion.

4. Delivery-led rather than policy-led reasoning.
Council documentation confirms the Clive Road allocation is tied to a housing package deal rather than best spatial performance.

Change suggested by respondent:

Remove the housing allocation for Clive Road Field and re designate the site as protected community green space to support placemaking, wellbeing, and sustainable growth in St Athan.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/ts3

5283 Object

Document Element: HG1 (8)

Respondent: St Athan Community Council (Mr Roger Eustace, Chairman) [2154]

Summary:

St Athan Community Council objects to the proposed development at Clive Road Field. While recognising the need for additional housing, significant concerns regarding the loss of one of the last accessible green spaces , currently used by residents for recreation and community wellbeing. The proposal would place additional pressure on existing infrastructure, including schools, transport networks and sewage capacity. This end of the village also lacks local shops or services, increasing reliance on private vehicles. The site's proximity to the active runway at MOD St Athan also raises concerns about the suitability of the location for residential development.

Change suggested by respondent:

St Athan Community Council requests that the proposed development at Clive Road Field be reconsidered. The Council believes the site should remain as it is and continue to be used as a recreational space for the community. Retaining the field for public use would protect one of the last accessible green spaces in this part of the village and would help reduce additional pressure on local infrastructure and services.

If development is to proceed, the scale of the proposal should be reduced so that a significant portion of the site can remain available for public and recreational use. In addition, consideration should be given to providing a local supermarket or retail facility nearby, as there are currently no shops or services at this end of the village to support an increased population.

Sound: No

Attachments: None

5511 Object

Document Element: HG1 (8)

Respondent: Mrs Sally French [3281]

Summary:

Clive Road fields are a community resource, building there you take away children's safe place and dog walkers safe place.

Change suggested by respondent:

Build somewhere else, there has already been a lot of building in this area

Sound: No

Attachments: None

5646 Object

Document Element: HG1 (8)

Respondent: Ms Ann Barnaby [1702]

Summary:

This plot was previously identified as being too close to the runway - I do not see that this has changed!
The local community have for a number of years being trying to connect with Addington Homes and the Welsh Government to secure this site for potential allotments and play area. Loss of this site to more housing is not sustainable.
We are putting the greed of landowners/developers over the well-being of residents current and new.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5689 Object

Document Element: HG1 (8)

Respondent: Julie M Frederick [3332]

Summary:

My concerns relate to the significant and long-term impacts this proposal would have on public open space, safety, local infrastructure, and overall community wellbeing. Residents have used this land openly and continuously for recreational purposes for decades and there are no other large, accessible green spaces within reasonable walking distance. I request that the Council obtains formal consultation with MOD St Athan, a full aircraft noise and aviation safety assessment and clarification regarding the exact position of Public Safety Zones. Adding further traffic from new housing would increase accident risk, reduce emergency vehicle access, create congestion at peak times and place further strain on an already limited public transport system. Active travel routes are minimally used, and are not accessible to all so cannot be a consideration in the case to reduce congestion. On the basis of loss of vital open space, safety risks linked to RAF/MOD operations, inadequate infrastructure, biodiversity concerns, unsustainable development principles and conflicts with Welsh planning law, I respectfully request that the Council refuses this planning application.

Change suggested by respondent:

Remove site.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t4v

5733 Object

Document Element: HG1 (8)

Respondent: Mr David Bairsto [3344]

Summary:

Clive Road field has provided a small but necessary service to the local residents and wild animals and insects for many years. St Athan has already seen so much nature destroyed over the past decade due to 'housing needs'. Clive Road field is used on a daily basis by families for dog walking, children playing, and some of the older generation who like to get out for a short walk. There are very few areas left in St Athan that satisfy these needs. Furthermore, this proposed plan is just another step towards destroying a small, but delicate eco system.

Change suggested by respondent:

Scrap it. St Athan is too small for the current traffic flow as it stands. The roads are narrow, and the amenities are 3rd world considering the housing we already have. Do nature a favour for once and leave the field alone.

Sound: No

Attachments: None

5898 Object

Document Element: HG1 (8)

Respondent: St Athan Community Council (Maria Stevens, Proper Officer (Clerk)) [2679]

Summary:

The Council acknowledges the need for additional housing within the Vale of Glamorgan. However, the proposal raises significant concerns.

Loss of Green Space and Local Amenity - The development would result in the loss of one of the last accessible local green spaces used for recreation, harming community wellbeing and weakening the area's green infrastructure and local amenity.

Infrastructure and Services - The Community Council is concerned that schools, healthcare, transport, utilities, and the sewage network may lack sufficient capacity, and without clear evidence of upgrades, the development could strain existing services.

Traffic and Transportation - The development could increase traffic on already congested roads, and with limited public transport, may harm highway safety and transport efficiency without mitigation.

Access to Services - This part of the village has no nearby shops or services, so residents would rely more on cars, conflicting with sustainable development.

Proximity to MOD St Athan Airfield - The suitability of the site for residential development in such close proximity to operational aviation infrastructure raises concerns regarding potential noise impacts and compatibility with ongoing airfield operations.

Planning Policy Conflict:
For the reasons outlined above, the Community Council considers that the proposal is contrary to key policies within the Vale of Glamorgan Local Development Plan, including:
• Policy SP1 – Delivering the Strategy
• Policy SP7 – Transportation
• Policy SP18 – Green Infrastructure
• Policy MD2 – Design of New Development

Change suggested by respondent:

Fully consider concerns as part of the process.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t86

5983 Object

Document Element: HG1 (8)

Respondent: L O'Keeffe [1792]

Summary:

I oppose the development of Clive Road Field, which is our only remaining green space after recent housing developments. As a disabled resident, I value its accessibility for short walks and the natural habitat it provides. The area has nesting mice and various bugs when the grass is allowed to grow. Our infrastructure and transport links are limited, and more housing is planned without improvements. I urge the committee to preserve this space for our wellbeing and consider alternative brownfield sites, such as those from Bro Tathan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yg

6173 Object

Document Element: HG1 (8)

Respondent: Mrs Sandra Toker [1575]

Summary:

Has consideration been given to lack of facilities at this end of the village.
This a green space widely used by the community

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6225 Object

Document Element: HG1 (8)

Respondent: Mrs Claire Loxton [3004]

Summary:

St Athan needs green space! The residents who use the field and the wildlife who inhabit it don't deserve to lose this green village area. If it must be built, why can't land at the RAF base or the new road be used.

Once we lose our green space we'll never get it back! It seems outrageous to build on green fields!

We do not have the infrastructure or support for the proposed 50+ social houses/flats. There are no jobs, very poor public transport and just no need at all for the sheer volume of proposed social housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6284 Object

Document Element: HG1 (8)

Respondent: Richard Marsh [3521]

Summary:

I oppose the development on as it is taking away the last green space available to residents of the explorers estate. The field is a well used dog walking location and is accessible to people with disability needs as it is close enough to make short walks in the countryside possible without the need for driving to and from the location. There are a number of brownfield locations in the Vale that are much better alternatives and would have a much less negative impact on the lives of existing residents. The village has already seen a significant increase in housing and industry, which is great, but no other vital amenities have been included. The bus and rail links are appalling already and we have over subscribed doctors, dentists and schools. This location is directly below the airport flight path for takeoff and landings. New residents already complain about the noise of aircraft but if the base is turned into a freight hub and we have more heavy jets using the runways, the noise and vibration on the new builds will be severe and potentially damaging.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation redacted - https://valeofglamorgan.oc2.uk/a/twk

6443 Object

Document Element: HG1 (8)

Respondent: Mr Neil Jenkins [2729]

Summary:

The proposed development of Clive Road playing fields is wholly unacceptable. This land has served as a vital recreational and social asset for generations. Its loss would remove one of the few remaining accessible green spaces in St Athan, reduce opportunities for youth engagement, and permanently erode the character of the village. The RLDP provides no compelling justification for sacrificing this land, nor does it offer any equivalent replacement. If this space is developed the nearest remaining green space would be the Paul Lewis playing fields approximately a 19 minute walk from Clive Road. As the only remaining accessible green space in the village, the playing fields will inevitably become an extremely busy location. Additionally, formal rugby and football pitches do not provide an appropriate substitute for informal recreational land and present safety risks if used for dog walking, a distinction recognised by Welsh Assembly Governments Technical Advice Note (TAN) 16. If the green space at Clive Road is lost, this space can never be restored.

Specific concerns about further development in St Athan:
- Increased surface water flooding from loss of farmland.
- No provision for upgraded infrastructure or essential services.
- Potential for increased anti-social behaviour and pressure on policing.
- Absence of local employment opportunities.
- The St Athan area has no railway station, limited and unreliable bus services, and no realistic active-travel links.

Change suggested by respondent:

Request that the proposals for these areas be withdrawn or fundamentally revised.

Sound: No

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3gp

6475 Object

Document Element: HG1 (8)

Respondent: Mrs Melissa Plimmer [3599]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yw

6478 Object

Document Element: HG1 (8)

Respondent: St Athan Community Council (Cllr Sandra Toker) [3601]

Summary:

St Athan Community Council objects to the proposed development at Clive Road Field. The Council acknowledges the need for additional housing within the Vale of Glamorgan. However, the proposal raises significant concerns regarding the loss of valued green space, the suitability of the site for residential development, and the ability of existing infrastructure and services to accommodate further growth.

In summary, the proposed development would result in the loss of valued green space, place additional pressure on local infrastructure and services, increase reliance on private vehicles due to limited access to local facilities, and raises concerns due to its proximity to an active runway. For these reasons, St Athan Community Council respectfully requests that the Vale of Glamorgan Council carefully considers these concerns and the identified policy conflicts when determining the application.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3yk

6585 Object

Document Element: HG1 (8)

Respondent: Councillor Stephen Haines [1029]

Summary:

The Clive Road site (HG1(8), 51 dwellings) currently functions as a de facto village green.
Although not formally designated, it is:
- Used informally for recreation.
- A visual open space within the settlement.
- A valued community amenity.

Its allocation for housing would result in:
- Loss of accessible informal open space.
- Erosion of community character.
- Reduction in green infrastructure connectivity.

The Plan should:
- Reassess the allocation in light of its community use; or
- Require equivalent or superior replacement open space within immediate proximity prior to development.

This matter engages Policy on Open Space and Green Infrastructure and must be considered in accordance with the prevention and long-term principles of the Well- being Act.

Change suggested by respondent:

Either:
Remove the allocation; or
Require replacement open space of equal or greater quality delivered prior to development.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6630 Object

Document Element: HG1 (8)

Respondent: Ms Maxine Levett [698]

Summary:

I am writing to submit a formal objection to the proposed allocation of Clive Road Field within the Replacement Local Development Plan. I oppose the allocation on several material planning grounds, including loss of public open space, ecological constraints, archaeological sensitivity, community wellbeing impacts, and the site's longstanding use as a public recreation area.

Community use - Clive Road Field is a well-used greenfield community space dating back to 1945, supporting daily recreation, walking, play, and social use. LDP and RLDP policy priorities emphasise avoiding unnecessary greenfield development. Retaining the field aligns with adopted policies promoting wellbeing and sustainable placemaking.

St Athan already has an open space shortfall. Although a golf course lies adjacent to the site, it cannot be considered public open space under the Vale of Glamorgan's Open Space Assessment .The golf course is a specialist, fee based private sporting facility intended exclusively for golfers.

The site forms part of the Upper & Lower Thaw Valley SLA. Policy MG17 requires development to avoid harming the area's rural openness, hedgerow pattern, and landscape character. Building on this land would erode key components of

the SLA's established visual and environmental qualities.

The adopted Vale of Glamorgan LDP identifies Barry as the main strategic growth location in the county, emphasising regeneration and its role in the wider city region. St Athan is not included within this designated growth area and instead sits outside it in the rural Vale.

As a rural settlement, St Athan must follow Rural Vale development policies. The LDP makes it clear that development in rural areas must be carefully managed to protect the countryside and the character of rural communities.

Removing Clive Road Field would reduce local amenity, recreational value, visual character, and community wellbeing — contrary to the LDP's stated commitment.

The proposed allocation of Clive Road Field would not deliver any meaningful environmental protection benefits, and more importantly, the development itself would pose no justification for removing or degrading existing locally important spaces. Clive Road Field currently functions as an informal but well established area of Public Open Space, supporting connectivity to the wider network of habitats in St Athan.

There are significant concerns regarding the adequacy and environmental performance of the existing sewerage infrastructure serving the Vale of Glamorgan. While the Vale does not contain 50 sewage treatment works, recent publicly available data and regulatory reporting indicate that a substantial number of licensed Combined Sewer Overflows (CSOs) within the authority area are operating under pressure, with several recorded as discharging in conditions or volumes inconsistent with their environmental permits. This demonstrates a lack of capacity within the existing sewer network and raises questions about the ability of the system to support further growth.

Public transport in St Athan is limited, with infrequent buses and indirect rail connections. PPW requires development to be located where sustainable access is realistic. The site is car-dependent and does not meet national sustainability criteria.

Despite not sitting directly under the flight path, the site's position near active military and civilian aviation routes, combined with extensive testing, maintenance and training operations, creates a noise environment that is highly unsuitable for residential development. Noise levels are unpredictable, intense, poorly mitigated, and incompatible with the amenity expectations of housing. This would lead to long term conflict between residents and aviation operators and undermine good planning practice.

Historical evidence suggests the presence of archaeological assets, including a potential Roman road and human remains nearby. PPW Chapter 6 requires preservation in situation where archaeological sensitivity exists. There is strong evidence to suggest that Clive Road Field lies within an area of archaeological sensitivity, including records of a historic Roman road crossing the site and human remains recovered in the surrounding vicinity.

The Village amenities and St Athan Primary School are approx. 0.8 miles from the site and operating near capacity. Any new housing would add pressure to a school already operating near capacity and may necessitate expansion, classroom restructuring, or increased class sizes — all of which undermine local education quality and sustainability.

The nearest convenience store is Londis, Ash Stores, Rectory Road (CF62 4PF), located approximately 0.7 miles from Clive Road Field. This exceeds the typical 400–800m "walkable neighbourhood" threshold.

Clive Road Field's hedgerows, nesting birds, insects, reptiles, and mammals make it a functioning biodiversity area whose loss would contradict the SPG's ecological protections

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation Redacted - https://valeofglamorgan.oc2.uk/a/356

6636 Object

Document Element: HG1 (8)

Respondent: Mr Andrew Street [3444]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/34q

6707 Comment

Document Element: HG1 (8)

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Policy HG1(8) - MOD St Athan (technical safeguarding zone)
Development triggering statutory safeguarding criteria:
• Any development or change of use will trigger statutory consultation requirement

Change suggested by respondent:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

6929 Comment

Document Element: HG1 (8)

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Whilst we understand that the proposed developer, Edenstone Homes, has recently engaged with the Council through its pre-application service. According to the Council's planning register, no formal planning application has been submitted to date. As such, there remains no
confirmed development proposal, agreed technical evidence base, or indicative determination timeframe associated with the allocation.

In the absence of a live application, there is a considerable degree of uncertainty surrounding the anticipated delivery programme. The housing trajectory assumes development commencing in 2027/28; however, this appears optimistic given that an application has yet to
be submitted, validated or determined. Even following any grant of planning permission, there would be a requirement to discharge pre-commencement conditions and satisfy any relevant planning obligations before development could lawfully begin. From experience these
processes can be time-consuming and may result in significant delays with regards to lead-in times prior to first completions.

Given this uncertainty, reliance on the site to deliver within the early phases of the plan period carries risk. It is therefore important that the emerging RLDP identifies a broader and more diverse portfolio of deliverable site allocations to support housing delivery, particularly in the
earlier years of the plan. Incorporating additional sites with stronger prospects of short-term delivery will provide flexibility, resilience, and greater confidence in maintaining a robust housing land supply should delays arise on this allocation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6986 Comment

Document Element: HG1 (8)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
Wastewater - A hydraulic modelling assessment (HMA) will be required. 100mm, 150mm and 225mm diameter foul sewers cross the site.
Wastewater Treatment Works - Welsh Water is delivering a scheme at West Aberthaw WwTW by 2030, and capacity will be available at the WwTW to accommodate foul flows from the proposed allocation upon completion of a scheme at the WwTW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7044 Object

Document Element: HG1 (8)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.
We do not consider that the consultation on this site has been undertaken procedurally appropriately or suitably. We therefore consider the consultation on this site is “unrobust” and “unsound”.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7145 Object

Document Element: HG1 (8)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP. We do not consider that the consultation on this site has been undertaken procedurally appropriately or suitably. We therefore consider the consultation on this site is “unrobust” and “unsound”.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7165 Object

Document Element: HG1 (8)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP. We do not consider that the consultation on this site has been undertaken procedurally appropriately or suitably. We therefore consider the consultation on this site is “unrobust” and “unsound”.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7209 Object

Document Element: HG1 (8)

Respondent: Mr Clifton Russell [3064]

Summary:

My objections refer to the village of St Athan and its proposed overdevelopment - The village has limited infrastructure two doctors surgeries which are full to capacity with existing patients, a school which apparently is full and struggles to take on any additional children three shops but it is proposed to add 1100 houses over possibly 7 building sites. This means an additional 1500 -2000 vehicles on the already narrow and congested roads some of which were built for horse and carts not large motorcars. We do not have a railway station or a regular half hourly bus service.
Whilst I accept the principal of sustainable growth, there are limited employment opportunities. People will need to travel out of the area for work (Cardiff, Barry, Bridgend etc) which means extra vehicles on the roads causing congestion, especially at the monument entrance to St Athan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4978 Comment

Document Element: HG1 (9)

Respondent: Emma Reed [2653]

Summary:

This is the maximum housing Rhoose should take over the next 10 years. There should not be additional allocation even considered until this is built.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5676 Object

Document Element: HG1 (9)

Respondent: Councillor Samantha Campbell [1002]

Summary:

The plan doesn't show the already increased effects of flooding over the railway line onto properties below. This needs to be addressed. Also, the community green spaces/multi use space is not sustainable without communication with local community groups about usage, and sufficient parking/changing availabilty. Entrance on Pentir Y De needs addressing as it is a blind turning on the road from the estate and access cannot be from the South Point school side as this would create a 'rat run' down a straight road without traffic management in place.

Change suggested by respondent:

More flood prevention from existing properties. Communication/community buy in for the multi use space. Traffic management for entrance.

Sound: No

Attachments: None

6496 Object

Document Element: HG1 (9)

Respondent: Mr Hywel Owen [2887]

Summary:

A significant quantity of raw sewage is overflowing in the Fontygary area. Welsh Water have stated that the Vale Council are aware that the present sewage system is beyond capacity and that while the Council continues to approve further building works this will only further deteriorate. My main concern is the health risks associated with sewage overflow. I therefore object to any future developments in Rhoose until such time as a new sewage system is in place and has been given time to prove to work effectively. We would also request that a member of the planning department reply to us by email and answer two questions:
1. Are they ignorant of the sewage backup/ capacity problems in Rhoose?
2. If they are aware of the current sewage problem how can they recommend any further building development in the Rhoose area?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyc
Additional Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyg

6499 Object

Document Element: HG1 (9)

Respondent: Mrs Eve Owen [3609]

Summary:

A significant quantity of raw sewage is overflowing in the Fontygary area. Welsh Water have stated that the Vale Council are aware that the present sewage system is beyond capacity and that while the Council continues to approve further building works this will only further deteriorate. My main concern is the health risks associated with sewage overflow. I therefore object to any future developments in Rhoose until such time as a new sewage system is in place and has been given time to prove to work effectively. We would also request that a member of the planning department reply to us by email and answer two questions:
1. Are they ignorant of the sewage backup/ capacity problems in Rhoose?
2. If they are aware of the current sewage problem how can they recommend any further building development in the Rhoose area?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyx

6794 Comment

Document Element: HG1 (9)

Respondent: Network Rail (Miss Grace Lewis, Town Planning Technician) [691]

Summary:

Under this reference 339 houses are allocated on land north of the railway line, Rhoose. A planning application (2022/00733/FUL) is currently in progress on this site and Network Rail have been engaging with both the Local Planning Authority and the developer on the proposed development and the impact the houses with have on level crossing risk.

Network Rail acknowledges the strategic role of Policy SP6 – Housing Requirement in meeting identified housing needs across the Vale of Glamorgan and recognises the importance of allocating sufficient land to deliver new homes over the plan period.

However, the delivery of housing under Policy SP6 must be achieved in a manner that is safe, sustainable, and supported by appropriate infrastructure and mitigation. In this regard, Network Rail's position in relation to HG1(9) is not one of objection to housing delivery, but rather a concern that development must not proceed in the absence of measures necessary to mitigate the demonstrable safety impacts arising from increased use of the Happy Valley Public Right of Way level crossing.

Network Rail has consistently objected to residential development on land north of the railway line at Rhoose where proposals have come forward in the absence of appropriate mitigation to address increased risk at the Happy Valley PRoW level crossing. Through detailed risk assessments and sustained engagement with the Local Planning Authority, Network Rail has set out clear evidence that development of this site would result in a material increase in the number of users traversing the level crossing, which is currently used as a local community and recreational route and provides a direct pedestrian link across the Vale of Glamorgan line. It has been communicated directly to the Local Planning Authority and discussed with the developer, that a Grampian-style condition that would allow development to commence while ensuring that no occupation occurs until a diversion order submitted and decided under Section 257 of the Town and Country Planning Act 1990.

The allocation for HG1 (9) should therefore acknowledge that appropriate mitigation for the level crossing is required, in this case the stopping up and diversion of the public right of way over Happy Valley Level Crossing.

Any development of land which would result in a material increase or significant change in the character of traffic using rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that the safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.

In this context, the RLDP should ensure that housing delivery under Policy SP6 is explicitly contingent upon the resolution of known mitigation requirements, including those relating to the Public Right of Way and associated level crossing at Rhoose.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/384
Redacted Representation - https://valeofglamorgan.oc2.uk/a/385

6987 Comment

Document Element: HG1 (9)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00733/FUL. A hydraulic modelling assessment (HMA) will be required. A 3" diameter abandoned watermain crosses the site.
Wastewater - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00733/FUL. A hydraulic modelling assessment (HMA) will be required. A 300mm pressurised rising main sewer crosses the site. The site is near to a Sewage Pumping Station (SPS) and we would recommend that the LPA discuss the potential allocation with their Environmental Health Department. To avoid the potential for noise or odour nuisance for future occupiers it is strongly recommended that any properties are positioned a minimum of 15 metres away from the asset.
Wastewater Treatment Works - Dwr Cymru Welsh Water has made representations on planning application ref 2022/00733/FUL. Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4434 Comment

Document Element: HG2 (1)

Respondent: Mr Corrado Ruta [2774]

Summary:

Hello, please make sure any development at this site does not impact negatively on the proposed active travel route along the old railway line from Cosmeston to Sully.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4533 Object

Document Element: HG2 (1)

Respondent: Mr Leon Duke [2841]

Summary:

This is heritage coastline and should not be considered for housing.

Zero infrastructure to accommodate multiple homes! Sort roads, schooling and shopping facilities before considering more residential housing!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4679 Object

Document Element: HG2 (1)

Respondent: Ms Elias Elias [2883]

Summary:

Developing this land will have a detrimental effect on the environment and the community

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4757 Object

Document Element: HG2 (1)

Respondent: Mr Michael Hooper [2919]

Summary:

Traffic concerns. No railway connection.
Unconfirmed cliff stability.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5448 Object

Document Element: HG2 (1)

Respondent: Mr Morgan Williams [3263]

Summary:

I object to the inclusion of the Cosmeston Upper Farm site in the RLDP because it has not demonstrated that it is viable, deliverable, or compliant with Welsh Government planning requirements. Key issues remain unresolved, including flood risk, lack of a confirmed flood-free or resilient access route, unclear site boundaries due to coastal rollback considerations, and no clear plan for biodiversity enhancement or community land provision. A required Stage 3 Site Specific Viability Assessment has not been transparently completed. Until these matters are properly assessed and resolved, the site should not be rolled forward as a housing allocation.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5596 Object

Document Element: HG2 (1)

Respondent: Mr Jonathan Lambert [3226]

Summary:

The area is not suitable as the land to the west of Upper Cosmeston Farm is heavily contaminated being a former landfill site. There is coastal erosion of the cliffs. The area's natural beauty will be compromised with it a requirement that the Vale's Heritage Coast be free from any development which would impact negatively upon its aesthetics. The area is already heavily congested with traffic and an extra 576 cars on the road will have very real consequences for the environment. There is numerous wildlife such as bats and their roosts which will be destroyed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6122 Comment

Document Element: HG2 (1)

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

Cosmestutline application as approved in March 2024 is still not final. on housing development has not been finalisd. The oEven if that outline was signed, the details are not. It's included in the RLDP as a landbank site to be rolled forward. The RLDP inclusion for rolling forward is contrary to the DMM requirement that site-specific allocations have delivery/viability evidence. A Stage 3: Site Specific Viability Assessment is needed, in order to ensure that sites which progress to allocation within the RLDP can satisfy new policy requirements and remain viable and deliverable.
We attach fuller argument.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

FoE objection Cosmeston housing site446 RLDP 11Mar'26.doc - https://valeofglamorgan.oc2.uk/a/td5

5182 Support

Document Element: HG2 (2)

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

Llantwit Major Town Council considers that the areas identified for the development of Llantwit Major and its immediate localities are appropriate for the future development of the town. The allocation of an area between the Northern Access road and the Eglwys Brewis Road as a major land bank enables future housing developments but we question whether the infrastructure will be appropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5196 Support

Document Element: HG2 (2)

Respondent: Welsh Government (Housing and Regeneration Directorate) [3162]

Agent: CarneySweeney

Summary:

We write to support:
Housing allocation HG2(2) at "Land between the Northern Access Road and Eglwys Brewis Road (Site A - Western Parcel)" for 140 dwellings;

Each of these sites is owned by the Welsh Government. Sites A and B were subject of outline planning applications in 2020 for 140 and 100 dwellings respectively (LPA refs: 2020/00351/OUT and 2020/00352/OUT). These applications were resolved to be approved subject to s106 agreements in January 2022. At that time the Welsh Government were seeking to purchase Site C in order to enable comprehensive development of the parcels. Progress was delayed by the need for a Lands Tribunal case which was determined in the Welsh Government's favour in October 2024, following which purchase of Site C was able to be completed in 2025.

Now that all sites are in single ownership, it is the Welsh Government's intention to commission a combined masterplan covering each of the three sites (the tender for which is due to be issued very shortly) followed by disposal of the site(s) on the market while achieving maximum public values. The Land team's aim is to increase the number of homes, including social housing, delivered across Wales while maximising public benefit. Their aim is to deliver exemplar developments which meet strong placemaking principles including active travel. The landholdings between the Northern Access Road and Eglwys Brewis Road (sites A to C) present an excellent opportunity to meet these aims.

The work carried out to support applications 2020/00351/OUT and 2020/00352/OUT along with the viability appraisal submitted in respect of the three sites suggest the sites are deliverable in a policy compliant way now that the ownership situation has been clarified. The Welsh Government remain committed to bringing these sites to the market to deliver homes, including affordable homes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/sp4

5636 Comment

Document Element: HG2 (2)

Respondent: Mr Derek Massey [3323]

Summary:

Additional building in this site would be an excess for the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5729 Comment

Document Element: HG2 (2)

Respondent: Mr Graeme Smith [3029]

Summary:

I note that the site is one of three nearby locations for nearly 500 new dwellings from the current LDP, with the Welsh Government landowner holding conditional outline planning permission granted years ago. No agreement has been reached on Developer Contributions; the VOG Council requested £12K per dwelling, while the landowner preferred £4K. No progress has been made in developing any of these sites beyond the initial allocation and outline planning permission.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5824 Comment

Document Element: HG2 (2)

Respondent: Mrs Julie Massey [3390]

Summary:

Additional building on this site would be an excess for the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5992 Object

Document Element: HG2 (2)

Respondent: Mr Philip Taylor [3439]

Summary:

Development on this scale is wrong in principle. It totally ignores infrastructure, environmental, traffic and sewerage considerations. It completely changes the towns, villages and countryside with reckless abandon at a time when we require food security and sustainable living.

Change suggested by respondent:

The plan requires a focus on smaller scale developments everywhere combined with an appropriate increase in existing infrastructure. This would protect existing towns, villages and countryside from over development. In an insecure changing world we are going to need to allocate more land for food supply and energy production/storage.

Sound: No

Attachments: None

6362 Object

Document Element: HG2 (2)

Respondent: Mervyn Page [3558]

Summary:

I believe Picketston Lane should be reviewed due to the large traffic implications from recent applications, especially as it is a single-car lane without a footpath, has garden gates, driveways, and a 60MPH speed limit. The Aston Martin factory application did not include a traffic survey, yet the lane experiences heavy traffic, including lorries searching for industrial units.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tj5

6457 Comment

Document Element: HG2 (2)

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

Housing - Land to the south of Millands Farm Proposal Number HG1(5), Land between the Northern Access Road and Eglwys Brewis Road Site A Proposal Number HG2(2) and Land between the Northern Access Road and Eglwys Brewis Road Site B Proposal Number HG2(3)

These 3 sites for a total of close to 500 new dwellings are carry overs from the current LDP. Having made several representations over the years regarding these, two of which have outline planning permission we would merely comment that it appears that there has not yet been agreement reached on a Developer Contribution (it appears the VOG Council requested £12K per dwelling and the landowner for the two sites granted outline planning permission wanted it to be only £4K per dwelling). Finally, there has been no progress with development of these sites beyond the allocation some years ago, and the outline planning permission already noted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4s5

5197 Support

Document Element: HG2 (3)

Respondent: Welsh Government (Housing and Regeneration Directorate) [3162]

Agent: CarneySweeney

Summary:

We write to support:
Housing allocation HG2(3) at "Land between the Northern Access Road and Eglwys Brewis Road (Site B - Eastern Parcel)" for 100 dwellings.

Each of these sites is owned by the Welsh Government. Sites A and B were subject of outline planning applications in 2020 for 140 and 100 dwellings respectively (LPA refs: 2020/00351/OUT and 2020/00352/OUT). These applications were resolved to be approved subject to s106 agreements in January 2022. At that time the Welsh Government were seeking to purchase Site C in order to enable comprehensive development of the parcels. Progress was delayed by the need for a Lands Tribunal case which was determined in the Welsh Government's favour in October 2024, following which purchase of Site C was able to be completed in 2025.

Now that all sites are in single ownership, it is the Welsh Government's intention to commission a combined masterplan covering each of the three sites (the tender for which is due to be issued very shortly) followed by disposal of the site(s) on the market while achieving maximum public values. The Land team's aim is to increase the number of homes, including social housing, delivered across Wales while maximising public benefit. Their aim is to deliver exemplar developments which meet strong placemaking principles including active travel. The landholdings between the Northern Access Road and Eglwys Brewis Road (sites A to C) present an excellent opportunity to meet these aims.

The work carried out to support applications 2020/00351/OUT and 2020/00352/OUT along with the viability appraisal submitted in respect of the three sites suggest the sites are deliverable in a policy compliant way now that the ownership situation has been clarified. The Welsh Government remain committed to bringing these sites to the market to deliver homes, including affordable homes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/sp4

5254 Support

Document Element: HG2 (3)

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

Llantwit Major Town Council considers that the areas identified for the development of Llantwit Major and its immediate localities are appropriate for the future development of the town. The allocation of an area between the Northern Access road and the Eglwys Brewis Road as a major land bank enables future housing developments but we question whether the infrastructure will be appropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5637 Comment

Document Element: HG2 (3)

Respondent: Mr Derek Massey [3323]

Summary:

Additional building in this site would be an excess for the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5825 Comment

Document Element: HG2 (3)

Respondent: Mrs Julie Massey [3390]

Summary:

Additional building on this site would be an excess for the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6009 Object

Document Element: HG2 (3)

Respondent: Mr Philip Taylor [3439]

Summary:

Development on this scale is wrong in principle. It totally ignores infrastructure, environmental, traffic and sewerage considerations. It completely changes the towns, villages and countryside with reckless abandon at a time when we require food security and sustainable living.

Change suggested by respondent:

This plan requires a focus on smaller scale development everywhere combined with an appropriate increase in existing infrastructure. This would protect existing towns, villages and countryside from over development. In an insecure changing world we are going to need to allocate more land for food supply and energy production/storage.

Sound: No

Attachments: None

6364 Object

Document Element: HG2 (3)

Respondent: Mervyn Page [3558]

Summary:

I believe Picketston Lane should be reviewed due to the large traffic implications from recent applications, especially as it is a single-car lane without a footpath, has garden gates, driveways, and a 60MPH speed limit. The Aston Martin factory application did not include a traffic survey, yet the lane experiences heavy traffic, including lorries searching for industrial units.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tj5

6410 Object

Document Element: HG2 (3)

Respondent: Mr David Harris [2291]

Summary:

Land between the Northern Access Road and Eglwys Brewis Road Site B
Proposal Number HG2(3). I oppose this proposal for the following reasons:-
a. The site is directly in front of a live firing range used daily by the Army sometimes up until 22.00 hours at night.
b. I believe it is immoral to allow residential buildings to be constructed in this aggressive environment which could have significant mental impact on children brought up on the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qx

6458 Comment

Document Element: HG2 (3)

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

Housing - Land to the south of Millands Farm Proposal Number HG1(5), Land between the Northern Access Road and Eglwys Brewis Road Site A Proposal Number HG2(2) and Land between the Northern Access Road and Eglwys Brewis Road Site B Proposal Number HG2(3)

These 3 sites for a total of close to 500 new dwellings are carry overs from the current LDP. Having made several representations over the years regarding these, two of which have outline planning permission we would merely comment that it appears that there has not yet been agreement reached on a Developer Contribution (it appears the VOG Council requested £12K per dwelling and the landowner for the two sites granted outline planning permission wanted it to be only £4K per dwelling). Finally, there has been no progress with development of these sites beyond the allocation some years ago, and the outline planning permission already noted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4s5

4397 Object

Document Element: HG2 (4)

Respondent: Mr Tim Hackett [2751]

Summary:

Poor for habitat of animals
Bad environmentally
Bad for congestion.
Poor drainage in area as springs emerge in that hill

Change suggested by respondent:

Scrap it preferably or hugely reduce development preserving as much natural current habitat as possible and have traffic emerge into Penarth Road not Llandough Hill

Sound: No

Attachments: None

6118 Object

Document Element: HG2 (4)

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

The site does not appear viable. The flooding problems from the land above are difficult and costly to resolve. They relate to the unresolved flooding on Llandough Hill spilling over the Penarth Road. No drainage solution has been reached so the development is on-hold. The developer already demanded reduced S.106 with small fraction of affordable homes. For "deliverability" (WGovt manual DMM), it needs to be subject to a Stage 3: Site Specific Viability Assessment, in order to ensure that sites which progress to allocation within the RLDP can satisfy new policy requirements and remain viable and deliverable.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4459 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Katie Smith [2792]

Summary:

Not enough infrastructure to support 360 families in Barry west, current traffic gridlocks to be worsened, schools overtaxed for locals.

Houses in current development too small and unfit for families, fewer gardens or green space, more realistic regulation needed.

Eradication of green space and much loved woodland, devaluing of existing homes, numerous protests make the people's thoughts clear and must be acknowledged.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4479 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Gordon [2566]

Summary:

The infrastructure will not support this development.

Change suggested by respondent:

If this is the only site then Barry as a whole needs a better road infrastructure. As Wales largest town, there is not even a two lane road in or out of the town.

Sound: No

Attachments: None

4494 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Simon Parker [2821]

Summary:

Current traffic situation at Weycock cross and the road between Rhoose and Barry is ALREADY terrible. Additional traffic from any more housing BEFORE significant changes to both the road and roundabout CANNOT be allowed to go ahead. The road and roundabout MUST be upgraded first.

Change suggested by respondent:

Make the road from Rhoose to Barry two lanes each way.
Fix Weycock Cross roundabout so there is not the big jam currently

Sound: No

Attachments: None

4552 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Rhys Williams [2851]

Summary:

There are Barn Owls and kestrel's using those fields, both of which need support as numbers are decreasing and are protected species.
The infrastructure is terrible on Port Road with all the new traffic from the massive Rhoose estates. There are plenty of brown field sites in Barry to use before destroying the Countryside.

Change suggested by respondent:

Total Rejection

Sound: No

Attachments: None

4588 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4670 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Griffiths [2578]

Summary:

Items 9 and 10 on the list for Policy SSC1 are contradictory to achievements needed for Weycock Cross development. The development will impact upon amenity and character of the locality in being more noisy, more polluted and higher volume of traffic.

Change suggested by respondent:

The Weycock Cross development is totally unsuitable form this level of housing development. 10 years ago this development was rejected on numerous things for 250 houses ie. Site access, Safety, Green wedge land, Traffic levels, infrastructure etc
Current proposals are for nearly 400 houses, the proposed extra lane to access five mile lane will not to ease traffic will not scratch the surface on traffic levels. The proposal to reduce the size of the roundabout is a dangerous move

Sound: No

Attachments: None

4671 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Griffiths [2578]

Summary:

The access to the Weycock Cross was one of the reasons for rejection 10 years ago. The plan is no different from before for safety, especially with the current levels of traffic

Change suggested by respondent:

Remove this development from the plan

Sound: No

Attachments: None

4672 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Griffiths [2578]

Summary:

Too many houses for the location leading to safe access on and off the development

Change suggested by respondent:

Remove the development from the plan

Sound: No

Attachments: None

4673 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Griffiths [2578]

Summary:

The Weycock cross development puts more pressure on access for doctors/ dentists in the area

Change suggested by respondent:

Remove Weycock Cross development from plan

Sound: No

Attachments: None

4675 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Tim Griffiths [2578]

Summary:

This site was rejected 10 years ago for various reasons for 250 houses. Those reasons have never been addressed. So traffic volume has increased. pollution has increased and noise levels have increased to name a few. So to propose nearly 400 houses on the same site is crazy. This location is totally unsuitable for a development of this size

Change suggested by respondent:

Remove Weycock Cross development from the plan

Sound: No

Attachments: None

4688 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

For the last 70 years the the Weycock cross site has been well-utilised farmland (arable and livestock) and has been designated previously as Green wedge (and a countryside boundary to Barry). The current plan intentionally moves beyond the existing Barry settlement boundaries and builds into open vibrant countryside. In a time of countrywide environmental crisis and the loss of green habitat such a development appears both cavalier and irresponsible. In other words it is a form of environmental vandalism seemingly to fill up an administrative quota for housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4715 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The Green wedge which is being "built over" by the NW Barry proposal is a deeply loved visual amenity and green infrastructure asset

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4726 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I can only assume the decision to 'amend' ie decrease the NW Barry Green Wedge is a to fulfill a 'quota' for housing, despite compelling arguments against it in terms of traffic increase and chaos. The front of our homes already suffer from loud noise and pollution. Now the council sees fit to take away what quiet we have at the back. They will also be taking away the songs of the skylarks (red-listed endangered birds) that nest each year behind us. Were these identified by your environmental survey? If not, then it is not fit for purpose.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4773 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Deborah Bobbett [2650]

Summary:

There's no infrastructure in place. The roads in this area can't cope with any more traffic. There's accidents all the time. No room at locale schools doctors can't cope. And it's all a strain on people's mental health. The traffic is so bad. You can't even cross the road or pull if my drive.

Change suggested by respondent:

No more houses. We just can't cope. Your taking away all our green belt. And nature.

Sound: No

Attachments: None

4789 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Joanna Phillips [2949]

Summary:

The traffic in this area is already extremely congested . Without substantial improvements to public transport, and community facilities building more residential properties would make existing congestion even worse as home owners will be reliant on cars for schools, drs, shopping etc.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4809 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr LP Lazarou [2528]

Summary:

I object to the proposed development at North West Barry, Waycock Cross, due to its impact on traffic congestion, safety, and local infrastructure. The proposed new traffic light system is insufficient to handle increased traffic from over 1000 new houses proposed across the Vale. A cycle path and footpath between Waycock and Rhoose is needed. I highlight the strain on local services such as healthcare and schools, the misleading label of "affordable" housing, and the threat to protected ecosystems and wildlife, including rare bats and birds. I oppose building on green land, emphasising its ecological importance and the risk of damaging protected areas like the SSSI. I urge a reconsideration of this development or mitigation of these issues to protect the environment and community wellbeing.

Change suggested by respondent:

Reconsider inclusion of this development or further mitigate the outlined concerns.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgk

4817 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Alan B Luen [2966]

Summary:

I object to this proposal on health grounds.
Twice a day traffic queues up to one mile on the Rhoose Road and half a mile on each of the other three roads trying to access the roundabout with several hundred engines idling. The fumes are dreadful and should be monitored. Add to this up to 150 cars on the proposed development.
The Welsh Government have all types of targets for clean air. This would be contrary to Government policy.
Would love to see your comments on the above.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sjq

4847 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Jane Buckland [2573]

Summary:

The traffic inthis area is gridlocked at present so a further 376 homes would only exassipate the situation,meaning residents of Rhoose & Barry becoming more frustrated at any further delays.

Change suggested by respondent:

The infrastructure to this proposed plan is completely inadequate apart from traffic issues that exist no schools available in area no doctors no dentists etc. therefore in my opinion the plan tobuild further houses is not viable.

Sound: No

Attachments: None

4876 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Holloman [2663]

Summary:

I believe the Deposit RLDP should be amended to exclude the land at North-west Barry for the following reasons.
Traffic- This site is not within walking distance of the station which will lead too excessive traffic from the site and possible isolation of non driving residents
Water and sewage- There is a danger of sewage entering the Millwood stream. The proposed ponds may have limited capacity and could attract insects and could be hazardous.
Land Use- This is actively formed land with countryside habitats such as foxes and bats. Has a at survey been commissioned? This proposal breaks the green wedge which is a fundamental step too far.
Previous Applications- The 2014 findings were "development of this site would be detrimental to the capacity and three flow of traffic on this strategically important. A4226 which links directly to Cardiff airport."
Pedestrian Safety- There will be a need for a zebra crossing at the end of Pontypridd Rd by the garage. Bus laybys will need to be constructed for the bus stops by the Cwm Ciddy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2663 Holloman Barry (4876)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sfj

4878 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Isobel Govier [3001]

Summary:

I work in barry the traffic is already ridiculous, its a major disruption. the road cant cope with the number of road users as its the ONLY road from Barry to Rhoose. i start work at 8:15, what should be a 15 minute drive already takes 35 minutes on a good day. I dont see how the work will be done without causing further disruption. This plan is just adding to an already problematic area, where the roundabout gets backed up. it would not be a safe road for the children to be walking to local schools.

Change suggested by respondent:

This land should not be built on and planning permission should be refused for any future building. The people who have made this plan clearly dont commute on this road/area on a daily basis

Sound: No

Attachments: None

4894 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Jordan Mountford [3006]

Summary:

I strongly object to the proposed development of 376 homes at Weycock Cross, Barry, especially considering the additional 1,500 dwellings planned nearby. I believe this scale of growth will severely impact highway capacity, worsen traffic congestion, and increase flood risks by reducing natural drainage. It will strain local health, education, and emergency services and lead to the loss of green spaces and biodiversity. I urge refusal unless comprehensive, enforceable mitigation measures are secured to ensure sustainable development and protect community well-being and the environment.

Change suggested by respondent:

Refuse this application unless comprehensive, fully funded and enforceable mitigation measures are secured in advance and assessed cumulatively against all planned growth in the area.

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/skw

4922 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Ruth Zeraschi [2791]

Summary:

This is so short sighted. A previous development,with 100 houses less was turned down approximately 10 years ago due to a lack of infrastructure and the impact on the area. So, why are The Vale Council considering the development again? Since then, Barry, Rhoose, St Athan and all wider areas have been massively developed, resulting in gridlock every day. Add to this, the current development of 2 campuses, 1 on Barry Waterfront and the other by Cardiff Airport. There is also apparently a plan to build warehouses attached to the airport, which is going to increase traffic again.
Planning?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4941 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Tracey Govier [3027]

Summary:

This is the only safe main road into Barry from Rhoose, or to access the 5 mile lane. The adjustment to the lanes using the left hand lane only for the 5 mile lane has caused huge congestion. If there are any incidents it causes congestion that brings the whole traffic system to stop in and around Barry. Public transport is not an option for daily life in the rural areas that will be affected most. The people that are proposing do not live or use this route several times a day. This affects jobs, appointments and lives. NOT SAFE.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4947 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs J Davis [2595]

Summary:

Weycock Cross proposed housing development on green land. Proposed construction of a third lane and access.

Please refer to the land registry evidence. The service road in front of my house is a private one. This was purchased via Herbert Builders when the houses were built. The land extends to the pavement area and the main road (Pontypridd Road). The council do not own this service road. (I have the written deeds and written evidence).
There is no public transport serving Pontypridd Road.
Access to site will cause major traffic congestion.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2595 Davis Barry (4947)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/shc

4948 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lynette Griffin [3033]

Summary:

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

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

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

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

In additional to traffic concerns and road safety, I am deeply worried about the strain that a development of this scale would place on local public services. The schools arealready under pressure with the local primary school, Romilly currently oversubscribed and with no doubt additional families moving into this development this will significantly increase demand for school places. Similarly, GP surgeries, dental practices and other healthcare services are operating at or near capacity, with residents already experiencing difficulties in securing appointments. We have a privileged position and can afford private dental and health care, that said we are fully aware that our local dental practice does not accept NHS patients, what is the plan for these additional residents or is it something that the planning committee has not considered?

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

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

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

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3033 Griffin Barry 1 (4948)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/shf

4949 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Matilda Griffin [3034]

Summary:

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

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

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

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

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

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

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

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

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3034 Griffin Barry 2 (4949)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/shg

4950 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Mathew Griffin [3035]

Summary:

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

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

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

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

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

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

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

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

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3035 Griffin Barry 3 (4950)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/shh

4952 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Ellie Griffin [3036]

Summary:

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

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

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

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

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

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

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

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

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3036 Griffin Barry 4 (4952)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/shx

4963 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Vanda Cattle [3041]

Summary:

Pontypridd and port road already grid locked, without the Rhoose roads
No intrastructure
No doctors
No hospitals
No school, nurseries.
Building on green land
Flood plain and the option is lakes, what

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4964 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Vanda Cattle [3041]

Summary:

Absolutely ridiculous, infrastructure already grid locked

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4991 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stephen Vaughan [3060]

Summary:

Traffic congestion overbearing, Inadequate services (Welsh water can't [Sewage overspills too regular]), Inadequate Public transport, Urban coalescence and sprawl towards Cardiff Airport, Refuge collection over stretched, Wrong type of housing in the wrong location (Flooding measures will not work), Not Support by the Welsh Assembly, Destruction of wildlife.

Test 1: Does the plan fit? ---- Not at all
Test 2: Is the plan appropriate? -- Not for the community needs.
Test 3: Will the plan deliver? -- It will deliver More problems. 1: Does the plan fit? ---- Not at all.

Change suggested by respondent:

Stop building new Houses - Until Welsh Water can manage all sewerage for current and future homes.
Build relief roads that allow traffic from Rhoose, St Athens and Llantwit Major can bypass Barry.
Utilise Empty properties, don't build on Fields that often flood, don't destroy wild life.
Don't allow builders that Consistently build where houses will be flooded (Persimmon Homes)
Throw the plan into the bin
Barry is becoming a housing estate - fewer amenities, Holton road is a disgrace.

Sound: No

Attachments: None

4993 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Elizabeth Everitt [3062]

Summary:

I object to the weycock cross development due to the increase in traffic on an already chaotic roundabout. Currently it only takes 1 car to break down anywhere near this roundabout and huge congestion builds up all around the top end of Barry. Having a huge estate with traffic lights will cause more congestion.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4997 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Helen Skehens [795]

Summary:

The roads Round Weycock Cross cannot accommodate any more traffic, they are too congested already. Air quality is already poor at peak periods. Local high schools are already over prescribed. The primary school is not within walking distance. The rail station is too far away for most people to walk to. There's insufficient infrastructure to support the big housing and industrial developments planned.
Congestion in the area would prevent emergency vehicles accessing the airport or any other accident.
The plan is total madness! No one who lives or commutes in the area would ever suggest it is a viable proposal.

Change suggested by respondent:

For housing, there is adequate and sustainable land at the eastern end of Barry, adjacent to the dual carriageway with two secondary schools in walking distance. There are train stations at both Cadoxton and Dinas Powis and easily accessible buses to Cardiff

Sound: No

Attachments: None

5000 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Ian Allwood [2846]

Summary:

Traffic mgt resolution in this area has only been put in over last three years. A proposal for a small length of dual carriageway in itself is not sufficient t to reduce traffic. There seems to be no attempt to address the inclusion of a cycle way. Even. Then cyclist rights reduce effectiveness of active travel. The development and inclusion of traffic lights will simply increase traffic congestion.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5029 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Michael Hatter [3086]

Summary:

It is beyond ludicrous to suppose the current infrastructure can cope. I live in Rhoose and work in Barry. It takes me 40 minutes to get to work because of Weycock cross. Trains from Rhoose are only every hour and being stuck on a bus takes even longer. With this and other plans around the west of the Vale it is only going to get worse and the poor souls west of Rhoose have an even longer commute.

Change suggested by respondent:

An additional "5 mile lane" built between llantwit and Barry that support access to the A48 or make the current east bound Port Road before Weycock cross a double carriage way from the airport roundabout.

Sound: No

Attachments: None

5030 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Steven Helm [3088]

Summary:

Port Road is already over capacity. The roundabout cannot cope with the traffic.
Barry has too many houses for the services that are already struggling to cope with the population.
Building extra houses here will cause more gridlock at peak times, and this will cause more air pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5032 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Cath Bevan [2658]

Summary:

I object due to the already gridlocked roads around Weycock cross and the misguided belief that people will walk from the station or cycle. I also have environmental concerns about building on green spaces which is proven to increase flooding.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5040 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Shelley Baker [3094]

Summary:

Building these homes on this junction is ridiculous. The flow of traffic from Rhoose to Barry and return is terrible. On 2nd March the traffic was nearly at a standstill due to a road closure for over 40 minutes!! You are not thinking about the people who live and travel in the area, building these homes will cause chaos and ruin the beautiful land site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5053 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Colin Crayford [3099]

Summary:

I oppose the proposed development west of Weycock Cross, as it encroaches on the countryside, breaches the green belt, and harms the area of outstanding natural beauty. The plan will negatively impact neighbours' residential amenity, strain local infrastructure, including schools and healthcare services, and exacerbate traffic congestion on the already overloaded A4226. Additionally, it will hinder the development of nearby industries and transport systems, and threaten local wildlife. I urge serious consideration of my objections to exclude Weycock Cross from the Local Development Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Web representation Redacted - https://valeofglamorgan.oc2.uk/a/4rw

5059 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Rachel Ward [3108]

Summary:

Other than the plans for more houses there do not appear to be any plans for how the people living in these houses will access services such as doctors dentists schools etc. I use Pontypridd road daily to get to and from work at culver house cross and traffic is already bad. I go to fonty Gary once a week for swimming lessons and traffic is generally backed up to the airport roundabout. 100 words is not enough.

Change suggested by respondent:

What additional services are being introduced to serve all the new residents

How are the council proposing to manage all the additional traffic

Public transport is not an option. People will have to drive to the nearest trains station if the train is even a viable transport option.

Sound: No

Attachments: None

5068 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stephen Vaughan [3060]

Summary:

I see not logical reason to build these houses at Weycock Cross. This development is bad news for all people in the Vale of Glamorgan.

(1) Traffic congestion on Port and Pontypridd Roads + pollution, increases of vehicles etc. with no adequate mitigation. Hundreds of houses built in the Vale all creating extra traffic channelled down A4226 through Barry which is currently above capacity. Need a relief road before adding more traffic to the artery.
(2) Inadequate services for existing demands, GPs and health services dentists, schools, Welsh Water (Dwr Cymru) continually release raw sewage into the sea, they can't handle current workloads, no more should be added until they upgrade to cope with existing and future demands.
(3) Public transport is totally inadequate or non-existent for the locality.
(4) Passing the Buck. Informing organisations of plans is not good enough. You need to work with the NHS Wales, Welsh water (sewerage), Welsh Assembly and others to develop sustainable plans.
(5) Urban coalescence and sprawl towards Cardiff Airport and Rhoose with no regard for the Green and Environmental Spaces. There are Skylarks nesting in the field these are on the red list species in the UK, otters living there.
(6) Refuge collection Vale of Glamorgan Council Refuge collection is struggling to meet current demands.
(7) Are these Houses Necessary? Vale of Glamorgan has been building houses at a rate of 7.55% annually for a population growth of 4.1%. with a fertility rate of 1.38 which has been in decline for over a decade and will continue to decline.
(8) Not Support by the Welsh Assembly - Plans have been criticised by Assembly members. See article in the Barry and District. Also every single party looking for this seat in the Welsh Assemble is against it.
(9) Wrong type of housing! Vale of Glamorgan Regional Development Officer said we needed houses for single people who are in the later stages of life. This development plan does not fit their needs, and its location would be totally wrong.

Summary
This development is not needed, doesn't resolve any issues, and will create more and bigger issues. Wrong type of development in the wrong location at the wrong time.

Change suggested by respondent:

Test 1: Does the plan fit? ---- Not at all.
Test 2: Is the plan appropriate? -- Not for the community needs.
Test 3: Will the plan deliver? -- It will deliver More problems.

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szw

5106 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Anne Sloman [668]

Summary:

I wish to lodge my objection to many aspects of the LDP and proposed developments in the Vale of Glamorgan, in particular those at Green Farm, Barry.

The grounds for my objections are:

Lack of infrastructure to support these developments eg roads, drainage, sewerage

Loss of valuable green wedge

Loss of habitats and biodiversity

Traffic congestion increase

Over development within the County

Increase in pollution from queuing cars on Port Road, Pontypridd Road and 5 Mile Lane due to congestion at Weycock Cross

Change suggested by respondent:

Remove housing allocation at North West Barry

Sound: Not specified

Attachments:

Email representation Redacted - https://valeofglamorgan.oc2.uk/a/t4j

5135 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Suzanne Portingell [3138]

Summary:

As a local resident I can confirm that the weight of traffic is such that any additional housing in this area will lead to complete gridlock. I can also confirm that the utility and drainage system is unlikely to cope with the additional load, Dynamos being on speed dial here and regularly attend when the sewage system backs up through the drains. There has been a vast increase in pedestrians on both Pontypridd Road & Port Road due to school proximity and the increased traffic, albeit slow moving, and new crossing points will present an increased hazard to school children.

Change suggested by respondent:

The Weycock Cross proposal must be scrapped and alternative housing provided where the infrastructure, drainage and utilities can cope with it, and where unacceptable risks to school children from traffic would be less disastrous.As a council you have a duty of care to protect school children from unnecessary hazards and you are failing in this. There are brown field sites & empty houses throughout Barry & the Vale that could be used instead.

Sound: No

Attachments: None

5156 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Taylor [2567]

Summary:

I formally oppose the development based on the following critical infrastructure and environmental failures:
Traffic & Safety: Weycock Cross is already at peak capacity additional housing risks total gridlock and delayed emergency response times.
Education: According School Capacity Report, Barry schools are already oversubscribed.
Healthcare: NHS Wales data confirms Barry has the region's longest GP wait times.
Infrastructure: Over 1,000 homes recently built in Rhoose/St Athan have received zero commensurate upgrades to roads or services.
Environment: Development violates "Green Wedge" status and the Wales Biodiversity Partnership, threatening local farming and wildlife.
Drainage: Topography creates high flood risks and sewage overflow.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5200 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Traffic is already horrendous here, the improvements put in place will not even scratch the surface. Anytime anything happens to block this road, which is regular Barry is blocked pretty much all the way to DOW Chemicals meaning we can't even get to schools to pickup our kids. When you add the traffic lights, the college developments, the other housing proposed and the Model farm development, without a relief road cars will sit pumping out Noxious gases while they inch along the road. Recently temporary traffic lights were used, it took 30 minutes to get along Pontypridd road. Utter Madness.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5201 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

The land is on the green wedge and is full of Biodiversity, there are Foxes, Bats, Birds of Prey visit regularly to feed on the mice and voles, butterflies and lots of other different insects and plant life live here also, there are nesting skylarks, wood peckers and Otters also use this field to navigate their way to the Mill Wood and onto Porthkerry. Building over this will be an environmental disaster, forcing the Otters and Foxes onto the roads to get killed by all the additional traffic that will be caused here. We need green spaces especially now.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5202 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Emma Bartlett [3164]

Summary:

I strongly object to the proposed housing development on land off WeycockCross. This area supports significant local wildlife that should be protected from further habitat loss. The development would also severely impact traffic at Weycock Cross, a key junction and one of the main routes in and out of Barry. Additional housing here is likely to cause congestion and regular gridlock, affecting residents and motorists alike. The Vale Council must listen to the concerns of the community—many local people do not support this proposal. Priority should be given to improving existing services such as schools and healthcare for current residents

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5203 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Sian Bartlett [3165]

Summary:

The traffic at weycock cross is terrible now and will be much worse if this goes ahead

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5204 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Sewage is a big issue here, when you walk through the mill wood, it regularly stinks of Raw sewage, the sewage works and the pumping stations in the area already can't cope. We are a seaside tourist town that relies heavily on that tourism, by the 28th of February this year there had already been 47 releases of sewage into our seas in on one beach, they are currently disgusting. We know you will say it's down to the water company but when did turning a blind eye to something ever do any good, build better sewage infrastructure first.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5205 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

With the roads the way they are already, if there is even the slightest issue in the area, the roads clog up straight away causing hours of tail backs and Gridlock, it's so bad that is there were an incident at the airport or in Rhoose, the emergency services would struggle to get through and this would potentially cost lives. People will be missing flights because they can't get to the airport, which could shut the place, helping to ruin our local economy. The kids school bus to Ysgol Bro Morganwg and Whitmore are regularly late because of traffic already.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5206 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

There are very few travel links from here, with the closest train station being a 25-30 minute walk down hill and much worse on the way back. No doctors or dentist are close, very few shops are near and the schools are a long and dangerous walk at rush hour from here. This all means people will be forced to drive everywhere adding more pressure to an already overburdened road system and if they don't drive they will be having a large number of deliveries to the site from the likes of Amazon or Tesco, again adding more cars.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5207 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

We have very little by way of infrastructure here, the dentists have already dropped from 2 check ups a year to 1 and have stopped taking any extra patients, with my very small dentists struggling to cope with 14.000 patients. Our doctors in Barry are the number 5 worse doctors for appointments in Wales, this will only get worse. The schools are already full, with people having to have kids in different schools, trying to get them in on time while using the already blocked roads. Sort the infrastructure out 1st, you wouldn't build a zoo without fences would you?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5208 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

There are very few jobs here in Barry, meaning most people will have to use their cars on the already overburdened roads to get to work and or a train station, due to how far away the train stations are. There is very little for the young people to do here, meaning kids are finding less acceptable things to be doing with their time.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5209 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Adding a short run off road and reducing the size of the round about will do very little to help with the already overburdened roads, that roundabout is already dangerous and with people queuing all the time it has become dangerous due to people taking unreasonable risks to make up the time they have lost in the endless queues of traffic. The traffic is so bad already that we can even get out of our street some days, no one is willing to let us out because of losing space in the queue. Where are pedestrians to cross the road?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5210 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Natalie Taylor [3166]

Summary:

If this goes ahead it will make a dangerous road even more dangerous, it is also going to put more pressure on the doctors and schools in the area which are already over subscribed

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5211 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Why have you chosen Persimmon to build these houses, they are well known for their shoddy workmanship, with at least 2 documentaries being created about them for flooding area's, shoddy workmanship and safety issues, in one of the documentaries from 2019, Barry residents already feature complaint about them. Persimmon homes are so bad that there exists a Facebook page with almost 25.000 current members.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5212 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Why are you building on the green wedge at Weycock Cross, it is still farmed land and without farmed land we don't eat. There is a 22 acre plot on the docks which is doing absolutely nothing, why hasn't this been considered, over an area with so much Biodiversity? It is directly next to where you are already building! This area should definitely have been considered if you have to build houses. The same as the new Aldi development of Cardiff road, why wasn't this considered for housing?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5213 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Scott Taylor [3167]

Summary:

I feel that the sheer amount of traffic using Waycock Cross at peak periods is already at breaking point. When trying to navigate the area to get too or from work it is a nightmare. Adding several hundred new families and vehicles is just a ridiculous decision and will mar it even more of a nightmare.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5214 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

If as you say Barry is so desperate for housing, why are only 30% of these houses affordable, do we really need the others? Who are they for? It seems to us as a community that these are not needed and are being build purely for the benefit of the rich developers and additional council tax it will provide, all at the expense of our much needed Biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5219 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Claire Curtis [3168]

Summary:

I believe the objections raised over the years remain unaddressed. The congestion at Weycock Cross is unacceptable, and adding 376 homes, many with multiple vehicles, will increase pressure. Promoting sustainable transport and excluding home working models does not solve the core issue. I am disappointed that the green wedge designation, including an SSSI, is dismissed despite its ecological value. The area's biodiversity, including hedgerows and woodland, requires guaranteed protection, which I doubt can be assured given incidents at past similar developments. Recent heavy rainfall highlights insufficient infrastructure to support the additional housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5220 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Terence Lloyd [3171]

Summary:

I object to the 376 houses that are planned near Weycock Cross. Several times each day Port Road, Pontypridd Road and Colcot Road are gridlocked with the high volumes of traffic. Adding extra people/traffic will only make the problem worse.
In addition, there is a severe lack of resources. Doctors, Dentists, Schools, etc. Barry is full!

Change suggested by respondent:

Do not build these extra houses. Improve the facilities for the existing population in Barry. That's what the council should be doing.

Sound: No

Attachments: None

5222 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Rebecca Mcgill [3173]

Summary:

I oppose the council’s proposal to build housing on this alreadybusy road because it will worsen traffic congestion and reduce safety for residents. The road already struggles to cope with current traffic levels, and additional housing will increase vehicle numbers, causing delays and pressure on local infrastructure. The development would also remove valuable active farmland that supports local agriculture and the rural character of the area. Once this land is lost, it cannot be replaced. These concerns represent only a small number of the issues this development would create, negatively affecting the community’s environment, sustainability, and overall quality of life.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5226 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Ian Bevan [3178]

Summary:

Object to this planned development for the following reasons:
1. There is no planned upgrade to the road infrastructure in the area.
2. It is on top of other developments planned for Rhoose compounding the issue above.
3. It is building on a green site which will cause drainage and flooding issues. There are many brown sites available with less impact.
4. It will overload an already oversubscribed primary care provision in Barry and the wider Vale.
5. The transport links just do not exist to support the development. The developers statement that not everyone will be on the road at the same time is illogical as an argument to build. Profit over common sense.
6. The council have not properly considered the environmental impact.
7. There has not been a wider reasonable consultation across all media channels with public meetings by the Council, it is clear that linking all developments together will place an unsustainable strain on the community, it's cohesiveness and the aforementioned infrastructure.
8. The education system will not cope with the huge influx of people.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sq4

5228 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Martyn Grey [3179]

Summary:

I object to the proposed Weycock Cross development based on conflict with the Local Development Plan (LDP), Planning Policy Wales (PPW), and placemaking and sustainability principles. I highlight insufficient infrastructure capacity, particularly sewage and highway capacity, risking environmental harm and severe congestion. The loss of productive farmland conflicts with food resilience goals. The area’s poor public transport and active travel options make the site unsuitable, leading to increased pollution and health risks. I urge the council to refuse the application unless funded infrastructure upgrades and sustainable transport measures are guaranteed.

Change suggested by respondent:

Refuse this site unless and until demonstrable, funded infrastructure solutions and sustainable transport provisions are secured.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sq9

5237 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Barrie Chubb [3185]

Summary:

These houses will spoil the rural view from my property. The volume of cars and traffic will be dangerous for area already densely populated. We do not have the infrastructure for that number of houses to be built

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5277 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Keith Booker [3204]

Summary:

The proposals would lead to an enormous increase in pollution and general chaos on the roads. Major upgrading and possible redesign of all access routes would be essential.
The existing socio-economic infrastructure cannot cope with existing demands. Additional needs arising from the proposals would inevitably require extensive upgrading, causing major disruption and expense.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5278 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

Are you going to be asking schools to open their breakfast clubs earlier, to give people stuck in all the traffic this and the other developments a chance to get to work, somewhere near their start times? Will you also be providing more breakfast club spaces? These breakfast clubs are essential for people to stay employed, with all of these new people these spaces like all of our dwindling infrastructure will be a fight to get hold off. Everything you are doing is causing the people of Barry additional stress and life is difficult enough.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5279 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Anne Jenkins [3205]

Summary:

The traffic around Weycock Cross gives rise to queues and traffic jams on a daily basis currently. If the volume of houses you are currently looking to site in this area are built, the traffic problems will obviously increase exponentially. You say this will be addressed by Persimmon, but do not say how. I cannot see , no matter how competent they are as builders, they can conjure the land to provide additional road area to relieve the current problems let alone the problems the additional housing will create.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5281 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Bev Jones [3207]

Summary:

Currently grid lock at certain times of day, with traffic lights installed.
Consider impact on emergency services needed for 5 mile lane and airport.
Shall get much worse with housing development proposed.
Pollution levels need monitoring now- increasing with future house building.
Stop raping Vales green belt.
Leave for future generations to enjoy.
No more destruction of wildlife habitat.
Build only on brown sites.Demolish incinerator and build there.
Where are extra surgeries/ schools proposed to accommodate this over development?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5285 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebecca Blight [3208]

Summary:

Traffic in the weycock cross area is already an issue. Adding more houses will only add to this issue. Getting to the school on port road is already timely. Also people going to the airport will have problems. This area is not ideal for extra houses.

Change suggested by respondent:

Finding another site

Sound: No

Attachments: None

5286 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Russell Blight [3209]

Summary:

Wrong location for houses, this is already a very busy roundabout where traffic cannot cope. This is going to cause chaos for the local residents and businesses.

Change suggested by respondent:

Try and find another location a bit further away.

Sound: No

Attachments: None

5291 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Linda Donovan [3211]

Summary:

I oppose all developments around Weycock Cross and Highlight Park, as they harm local wildlife and green spaces and would significantly increase traffic on Port Road. I believe enlarging lanes at Weycock Cross roundabout will not effectively reduce congestion. Additionally, there is no information on how the growing population will access healthcare or education, and public transport in the area is minimal. Overall, I see these developments as detrimental to the environment and community infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5292 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Phillips [3212]

Summary:

Infrastructure will not cope with the proposal. More traffic, poor location. Not sustainable

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5295 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Claire Lee [3215]

Summary:

Too much traffic, roads can't cope already. Weycock cross is dangerous for road users, the roundabout is poorly designed. We don't want more houses here.

Change suggested by respondent:

Don't build in an already overdeveloped area.

Sound: No

Attachments: None

5303 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Paul Lambert [3218]

Summary:

More housing in a already congested area is going to cause gridlock for traffic around waycock cross coming from all directions, it's already at breaking point as it is.
There are times its taking 40-50 minutes to get into Barry from Rhoose as it is.
There would need to be huge improvements to the road infrastructure before more housing is eventually considered in this area

Change suggested by respondent:

The plan needs to be halted until infrastructure is improved massively

Sound: No

Attachments: None

5308 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

My overwhelming sense is that the KS1 site should be removed from the RLDP plans. There are many reasons for this, which I discuss in futher comments. However the chosen developers, Persimmon, have shown themselves to be untrustworthy in honouring contracted commitments, as seen in relation to their construction on the Barry Waterfront. They also have a dismal record on the quality of their construction countrywide. It is widely reported as shoddy. How can it be responsible for a Labour administration to even consider entrusting them not to cause real damage on what is a very sensitive site?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5311 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The site at Weycock Cross site (NW Barry) is NOT served by ANY existing viable public transport routes. There is no adequate sustainable transport connectivity other than by car on already massively over congested roads. Walking and cycling to major destinations such as the rail station, schools, Barry town or leisure center is totally impractical for the majority of residents particularly in poor weather conditions. The roundabout at Weycock Cross was recognised in previous Public Inquiries as at or beyond capacity (even by Vale Planning). The KS1 site will only worsen this traffic chaos. It is not a sustainable site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5312 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

North West Barry is not an appropriate site for this (KS1) housing development. It is not served by ANY public transport services. Ask the people who live there! Traffic congestion is horrific. Noise and pollution are already at unacceptable levels. Services (health, schooling, drainage and sewerage..) are at breaking point for existing residents. Hundreds more new ones would be ill-served by being housed at this location and the strain on existing ones would be severely increased.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5313 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Community infrastructure at Weycock Cross is sadly lacking in terms of Health provision and public transport. Accessing GP appointments is a nightmare. Our surgery is already oversubscribed. NO buses currently serve us from the Weycock roundabout to either the station or to the town centre. In order to access either we must use a car. I am in my 80s. Walking to and from the station is not an option for me, or for young families with prams or toddlers, either to the station or to the supermarket. I have raised 4 children. I know what is possible.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5314 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The Weycock Cross KS1 site lacks "any" transport infrastructure (this has been the case for the last fifteen years) and vague promises are simply not adequate in a time of local government financial austerity. There are no buses to the Rail station or Barry town and no adequate or regularized links to Cardiff from KS1. Walking to any such faculties is just plain silly. Port Road and Pontypridd Road are already over congested and over-polluted with cars. 376 houses with up to 700 potential cars and over a 1000 (potentially) extra residents can only worsen an already parlous situation.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5316 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re KSI: at the Public Inquiry in 2014/15 paradoxically Planning defended the Green wedge (between Barry and Rhoose) as necessary to prevent urban sprawl and coalescence towards Rhoose. Planning have now performed a baffling volte face. The wedge fields of well-utilised farmland, as well as preventing urban sprawl, also provide a wild-life corridor into the Vale. They are crucial areas for rainwater absorption at a time of accelerating climate change and significantly increased precipitation. Drainage and sewage capacity are already struggling. Vale Planning simply note that Welsh Water and Persimmon are aware of the issues. This is not good enough.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5317 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Our home has been on the outer boundary of the town of Barry for over 70 years, facing open farmland, and formerly designated as Green Wedge. This is clearly 'countryside' and falls into category 2 Policy HG5.
The loss of green space that housing and hardcore will replace is unforgivable. Loss of habitat is a main reason for the drastic decline in wildlife species countrywide.
The environmental destruction and inevitable increase in pollution at an existing 'pinch point' make this development a potential disaster for existing residents. Their needs cannot be brushed aside in order to fill 'Quota' housing lists.

Change suggested by respondent:

The KS1 plan needs to be scrapped. It is the wrong place for this development.

Sound: No

Attachments: None

5319 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

The Weycock Cross site is NOT compatible with the wider surroundings. it will result in loss of natural features and radically change the character of our setting. In particular it will impact the existing local community by way of noise, pollution, and hugely increased traffic congestion. We live opposite the roundabout. Our front doors open onto the noise and pollution of congested traffic. Meanwhile new housing development will eliminate the wildlife corridor between the country park and the existing boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5320 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The Weycock Cross (KS1) - there is NO sustainable existing transport infrastructure other than by car on already overly-congested roads. KS1 site is on open actively-utilized farmland (arable and livestock). The proposed development neither gels with existing housing nor will it contribute anything but more cars and excessive demands for already over-subscribed services (such as GPs). Planning indicate that they have consulted the NHS, but no guarantees have been given of any amelioration. Overall the KS1 site will increase problems for basic services, generate more noise, pollution and traffic congestion and will be environmentally destructive of an ancient greenfield site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5323 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

HG1 KS1 (NW Barry site). The suggestion that "Placemaking" will create 'quality places that benefit residents and visitors through a holistic approach to planning, design.... aiming to create vibrant, memorable, and social places', is meaningless verbiage. The KS1 site was chosen because Planning could not easily obtain their preferred site in NE Barry. KS1 (opportunistically) was easier to acquire and fill up a pre-set housing quota. There has been no "listening" consultation, rather a series of rephrased ultimatums from Planning. The well-being of existing residents WILL be affected detrimentally by traffic increase, pollution, noise and excessive strain on all services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5324 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

It is hard to see how the current proposal for Weycock Cross will enhance the lives of existing residents or new ones, when the pollution levels of the air we/they will all breathe will be so badly affected by the intensity of traffic flow (or lack of!)

Currently local services and facilities are neither easily accessible nor well connected within the existing community. A large additional housing estate will put further strain on these, and the whole system is likely to fail for everyone. This is not responsible planning.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5326 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re NW Barry HS1 KS1: the idea that traffic movements can be mitigated is unproven guesswork. There is a long-standing recognition, accepted by earlier Councils/Planning in the 1990s and 2014, that Port Road is a pinch-point, already at capacity. Minor widening at Weycock roundabout and traffic lights will not mitigate this. No evidence is given either for the KS1 site Port Road entrance/exit or the effect of traffic lights. Two lanes remains two lanes. Further, the argument that there will be 'no unacceptable impacts on public and residential amenity, particularly regarding privacy, ... security, noise and disturbance', is patently false.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5327 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Three out of five Placemaking Objectives completley rule out the suitability of the Weycock Cross site, particularly in relation to Location and Movement. This development is in direct contravention of the stated principles. No mitigation packages as suggested can possibly offset the glaring issues that arise from the inevitable increase in traffic as well as the need for additional services. Health, transport, drainage, sewerage measures are mere unsubstantiated promises. Lip service only is applied to environmental protection. Loss of privacy and security, increase in noise and disturbance are what is in store for existing residents. They appear not to matter.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5328 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

If 6.53 PGD2 'supports the residential development at higher densities particularly where these proposals are located within urban centres and near major public transport nodes or interchanges and where these can assist in supporting local services and facilities', I cannot see how the proposed density for the North West Barry site fulfills any of the above conditions. This site is NOT within an urban centre and presently has no public transport links to shops, railway station or health centres. It is a greenfield site. If 'greenfield' does not mean green fields what else does it mean?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5329 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The density of building on the HG1 KS1 site - 376 houses (previously in 2015 it was 200) is incompatible not only with the existing building in this area, but it entails a wide range of unresolved problems on traffic increases, transport, road gridlock, overburdened existing Health services, water, drainage and sewerage impacts. Planning speak very vaguely of conversations with NHS and West water etc, but NOTHING substantive exists. The Planning documentation is replete with vague promises which in the current financial climate remain vague hopes. I do hope some sense of realism can eventually prevails somewhere.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5330 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

NW Barry KS1: massively increased traffic congestion and consequent noise and pollution, unacceptably over-strained GP and dental services (which will need a car to access), no adequate public transport infrastructure, no local cultural activities, and the need for a car to practically get to any facilities, none of this enhances Vale place-making and well-being objectives. Conversely they actively undermine such objectives. It appears that fulfilling a house-building quota has taken total priority over local residents well-being. The only things we have is a depressing surfeit of "fine words" from Vale planning which bear no relation to reality.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5331 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

The North West Barry proposal will not 'avoid potential unintended negative health outcomes'. The negative health outcomes have been blaringly obvious from the start. (6.59) It will certainly not 'protect and enhance existing public health and wellbeing'. Even worse, the views of the residents who will bear the brunt of these impacts have been steadily ignored and/or repudiated by the council, as if we were mere encumbrances.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5336 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Lawrence Cattle [3235]

Summary:

I strongly object to the proposed new build of 376 houses South of Port road because of the traffic congestion that is already a huge problem in the area also the doctors surgery would not cope over subscription of the local schools damage to the woodland of Porthkerry and run off of water from the streets that you intend to build.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5342 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Here we are again confronted with the lie of existing adequate transport and services provision (which do not exist) and assurances of mitigation packages which are at best woolly and hardly believable. The fact that any part of the site is within an existing flood zone, should eliminate it from the plan.

The untrustworthiness of the chosen developer is well known. How can we believe that promised planting enhancements and valued hedgerow protections will be adhered to? We lose our skylarks and green views (our 'visual amenity') and what do we get in return? A loss of biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5344 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The effect of minimal widening of Port Road by the Weycock roundabout remains simply guesswork. The initial traffic study was done on "one" day in September 2023. This can hardly claim to be representative or accurate. With future housing developments in St. Athan, Rhoose and airport developments all entailing significant traffic increases on Port Road, the KS1 site (with 700+ odd new cars), will be trying to join Port Road just by the Weycock roundabout. This is a recipe for chaos. Minor road widening and a traffic light will do little to address expected increases in traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5346 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

NW Barry
1 services do not exist within walking or cycling distances
2 a 'safe, inclusive travel experience'? This is unlikely and positively unsafe by foot when it includes negotiating the congested roundabout.
3 The elderly and mothers with small children will not be walking to shops or railway staions.
5 There are no sustainable transport faciliities nearby, unless the car is used to acces them!
6 who is providing these. At what cost? Vague promises are not enough.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5347 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

KS1: the RLDP proposes a 'modal shift towards sustainable forms of transport' and 'increasing Active Travel opportunities'. Basic facts: there is NO adequate public transport infrastructure (for KS1) and no prospect in the current financial environment. No buses go to the station or Barry town. This, I am sorry to say, is a barefaced lie by Vale planning. Further, the idea that the bulk of busy residents (elderly or young) - in either rainy weather or indeed hot weather - will regularly walk or cycle to schools, rail station or shops, is fantasy. Private cars will inevitably be prioritized.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5356 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Luanne Helm [3239]

Summary:

I object to the proposed housing development at Weycock Cross for the following reasons:
The roads in the area, particularly Port Road, are heavily congested now. The proposed estate will cause significant increase in traffic, creating worsening congestion and road safety concerns. More vehicles would mean increased air pollution for local residents, effecting health and wellbeing.
Local infrastructure is already under pressure with insufficient doctor and NHS dentist appointments and a lack of school places.
Loss of green space which contributes to the local biodiversity and environmental balance in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5357 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Having lived opposite the Weycock Cross roundabout for over 10 years, I have never found there to be an adequate bus service from here.

Change suggested by respondent:

buses at regular intervals throughout the day might encourage residents to not get in their cars to make this journey.

Sound: No

Attachments: None

5360 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

KS1 (NWBarry) is not a sustainable site. It has no adequate transport links, no buses to station or town, and no prospect for the foreseeable future. There is no way that the generality of residents with young children, dropping children in school, shopping, going to work in, say, Cardiff will walk or cycle. Shared car use would be nice in an ideal world, but ideal worlds remain ideal. Reality is very different. The unacceptable traffic congestion at Weycock roundabout, Port Road and Pontypridd road (and so forth) will not facilitate sustainable movement but conversely stasis and deep frustration

Change suggested by respondent:

Remove the KS1 NW Barry site from the RLDP plan would be a start in addressing traffic chaos

Sound: No

Attachments: None

5365 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

The siting of a new housing development at KS1 would leave new residents without reasonable access to main services and destinations without using a car. There are no serviceable active travel routes to the airport, train station, town or shopping centres. From that site none of these are walkable for the average person, let alone the elderly or families with small children. Privatisation of what was public transport has decimated all services over the recent decades. Only the reinstatement of them (at whose cost?) could change this situation. New residents will be cut off without cars..

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5367 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Ian Carleton [3191]

Summary:

I object to this application due to the following: the roads in the surrounding area are no longer capable for the amount of traffic using them, the dentists are not taking on any new patients, Drs unable to give appointments until weeks ahead, High schools at full capacity. Emergency services not able to meet times with the rds so full.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5369 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re KS1: As stated: the Public Transport infrastructure is non-existent. The vague hopes for walking and cycling are unrealistic. The Green wedge between Barry and Rhoose is being built over and tarmacked; I am not sure how this enhances biodiversity and green spaces. The green environment is being basically decimated. Drainage and sewerage are currently in crisis. There are no community facilities at all. All local Health facilities are massively over-subscribed and vague promises about conversations with the Health Board remain empty. The written proposals for the NW Barry site is nothing more than a gilded fantasy.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5382 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

If this NW Barry development goes ahead, I would think it essential to guarantee provision all of the facilities listed. That possibility seems unlikely.

I consider biodiversity enhancement to be crucial. This means green spaces should contain native trees and hedges. Community growing spaces and environmental protection should be mandated for. As to Biodiversity enhancement, tarmacking over 2/3 of the KS1 site would cause irreparable damage. The site contains several legally protected species, multiple priority habitats and adjoining, irreplaceable ancient woodland. Use of this land for development is ecologically unsound and irresponsible. It should be removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5430 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Susan Evans [712]

Summary:

Access onto Port Road will intensify the already untenable traffic at Weycock cross. All mitigation is based on outdated traffic flows so is not sufficient. Traffic lights to allow access will have a massively negative affect on the flow of traffic at Weycock cross roundabout.
This area is green wedge currently so should have no development and left for farming.

Change suggested by respondent:

Keep this area as green wedge.

Sound: No

Attachments: None

5440 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr richard enos [3255]

Summary:

As a resident of Cwm Talwg since 2011 i have watched the traffic increase to unworkable levels all around the area due to the increase in housing in the Vale and Barry, with no improvements to the road network apart from the widening of the Five Mile lane which has increased the amount of traffic using the roundabout which is heading for total gridlock, how will emergency services attend incidents when they are trapped in the chaos of Weycock Cross, roundabout. also the loss of valuble farmland and the extra load on the sewage system. what has happened to the Vales Green Policies.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5442 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Matt Cooper [1348]

Summary:

I believe this short-term housing plan conflicts with long-term strategic goals. It threatens established habitats and farmland, especially at Weycocks Cross, contradicting the Vale of Glamorgan Public Services board's climate and nature aims. The proposal encroaches on the Green Wedge, which is planned to be moved, undermining its purpose. Additionally, it would increase traffic congestion and pollution along Port Road, negatively affecting the Council's and Welsh Government's plans for the airport and surrounding area.

Change suggested by respondent:

It is recognised that the number of candidate sites is limited which reduces semi viable options to sites that under normal circumstances would not likely be considered. The plan should further consider areas of brownfield sites where the site is out of use and where the the Council could indicate consideration of an approach to the landowner and the potential for compulsory purchase where that land is not in commercial, housing or industrial use.

Sound: No

Attachments: None

5446 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Angela Grigoriou [3262]

Summary:

I object with the weycock build. Being a resident the traffic is already bad going into & out of Rhoose, school pick up times are always congested. It's just a nightmare and it's getting worse, the extra build would be unbearable for local residents!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5447 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Summary:

This development should have never got to the position it is in now, the Councillor for the ward was sick on the day of the vote, why was this allowed to go ahead? He would have had the deciding vote to have this absolutely inappropriate development removed from the RLDP, this is supposed to be a democratic country and it feels like the "for it" team has benefited from the fact a councillor against this was unwell, why was he not able/allowed to vote online or byproxy?? In truth this whole process stinks.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5457 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re KS1: building over six fields of long-standing ancient farmland, immediately abutting an ancient protected woodland, will not contribute to green infrastructure, net zero goals or mitigate the effects of climate emergency. They will undermine such goals. The existing fields, as well as being well-utilized farm land, provide essential rainwater absorption, coping with increasing precipitation. There are also no clearly demarcated or financed measures to mitigate drainage and flood risk. There is also extensive biodiversity in the fields with many species of bats, dormice, otters, badgers, nesting skylarks and sparrowhawks, these will all be largely eliminated with such building

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5461 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The RLDP significantly underplays the KS1 site's Green infrastructural importance as part of a wider connected landscape. The RLDP underestimates the Green infrastructure importance of the KS1 site, describing it as “unremarkable” or “low sensitivity,” which completely contradicts the 2014/15 Inspector’s view of it as part of a continuous landscape corridor. The RLDP also treats KS1 as isolated, ignoring its role in the Green land continuum between Barry and Rhoose. Further, the adjacent ancient Millwood is vulnerable to lighting, trampling, pollution, and potentially destructive hydrological changes. This nearby development risks damaging this protected ancient woodland through edge effects and disturbance.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5464 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Alison Edwards [1006]

Summary:

The Deposit RLDP should be amended to exclude the land North West Barry due to major traffic congestion every day at peak times. The proposed development would increase traffic gridlock significantly on the A4226-the main route to the airport and the Vale beyond. With the planned 1600 extra houses in Rhoose and St Athan the congestion and pollution would worsen to unbearable levels. The air is dirty enough now! Recent weekend road works by the Cwm Ciddy pub which were controlled by traffic lights caused gridlock along Port Rd in all directions for most of the day. The impact of 376 more houses with traffic light control at the entrance and exit of the development, planned bus lanes and cycle lanes and controlled pedestrian crossing will only increase queuing and delays and 25 metre extra lane will make no difference. The capacity of the drainage and sewage infrastucture is very concerning. Considering the several recent sewage outages at all beaches along the Vale's coast how will the Millwood Stream cope with all the extra water output? It will lead to the contamination of the Millwood stream and the surrounding woodland of Porthkerry Park. The earlier assessment in 2014 was deemed detrimental to the capacity and free flow of the traffic on a major hub road to the airport and vale. The A4226 has its limitations. There are no significant improvements to justify reversing those findings. The development threatens established habitats supporting local fauna, foxes, wildlife and bats in particular are very prevalent most evenings. Has a bat survey been commissioned? Urbanisation of the green wedge site would result in long term ecological degradation impacting on the biodiversity. Now that the environmental bill has been passed in the Senedd this wonderful green wedge land needs protecting BY LAW and the deposit RLDP should be amended to exclude the Weycock Cross site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1006 Edwards Barry (5464)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tsn

5469 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

KS1 site IS an area of visual amenity, a green infrasctructure asset. It connects ancient woodlands of Millwood and Porthkerry through open fields, established hedgerows and watercourses to wider agricultural areas of the Vale between Rhoose and Barry, to woodlands and fields all the way to Dyffryn and beyond. Such links, afforded by the concept of the Green Wedge, are essential to the movements and succesful breeding of a whole range of wildlife species. Ignoring the ecological requirements of our environment should not be permitted. Humans are not the only creatures on this land.

This site should not be included.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5474 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

KS1 features species-rich native hedgerows classified as priority habitats, serving as bat corridors, dormouse routes, and habitats for birds, reptiles, and amphibians. RLDP plans include hedgerow breaches, habitat fragmentation; such fragmentation is explicitly contrary to the PPW requirement to maintain and enhance ecological networks. Multiple bat species, including Pipistrelles, Noctule, and Long-eared Bats, utilise the site, with key features like hedgerows and woodland edges as commuting corridors. Development risks from the RLDP include loss of flight lines, disruption from artificial lighting, and potential damage to a mature ash roost trees, severely impacting local bat populations

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5476 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Hazel dormice have been found on KS1 site, existing hedgerows and woodland providing essential food and connectivity for the species. Loss or disturbance could threaten them, and they are protected under the Habitats Regulations. Evidence of badger activity indicates KS1 is part of their normal territory, and the development will severely disrupt their foraging and movement routes. There is considerable local evidence of otters present at the KS1 site (fresh footprints and recently a dead otter by Cwm Ciddy). Pollution, drainage, and lighting will affect their habitat and movement. Any development introduces an unavoidable risk of degrading riparian habitat.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5477 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Deborah Selley [652]

Summary:

You cannot continue to build houses without improving infrastructure. Port Road is already a major bottleneck at certain times of day, add in traffic for the new college, planned developments in Rhoose and St Athan, the potential business park at Model Farm and expansion of services at the airport all this will cause yet more road chaos and misery for users. One train an hour between Barry and Llantwit Major is not a sustainable transport solution and buses get caught up in the congestion.
Just for once listen to what local people are telling you.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5478 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I strongly obect to the removal of the existing Green Wedge at the KS1 site on several grounds. The argument that this land is not necessary for the Green Wedge to function is totally at odds with the findings of the inspector in 2015 that it's current boundary was valid and sound. Her conclusion was that the site is a meaningful part of an undeveloped landscape corridor. Removal of this land ignores its key role in supplying connectivity between existing protected landscapes and the further landscapes of the Vale.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5479 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

KS1 supports ground nesting birds (including the Skylark, Song Thrush and Sparrow, all Section 7 Priority Species), reptiles, amphibians, invertebrates. KS1 it is also part of the B Lines pollinator network designed to safeguard insect movement. KS1 development would cause irreversible habitat loss for all these species, will increase ecological disturbance, and break ecological corridors, failing to deliver the required biodiversity net benefit under current policies. The KS1 site containing protected species, priority habitats, and an ancient woodland, makes KS1 development ecologically unsound and contrary to relevant policies and it should therefore be removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5491 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Entwistle [3264]

Summary:

Looking at the proposed site plans for a number of the new proposed housing developments they fall far short of meeting the points laid down by the placemaking principles. The site plans seem to simply prioritise housing and profit for developers. Looking at proposed site plans for the North West Barry site for instance the location and layout does not promote active travel with cycle routes and walking routes leading straight out onto busy major roads with limited public transport links. The proposed green spaces do not encourage biodiversity in line with what is recommended in the biodiversity surveys.

Change suggested by respondent:

The location of a number of proposed housing development sites such as the North West Barry site are unsuitable and cannot be realistically delivered inline with the placemaking principals. This development will lead to a net loss of biodiversity and the rumination measures offered are not a suitable substitute. The site location and planning also poorly links into public transport and roading infrastructure and in no way can deliver a public realm that promotes active travel and reduces the reliance on private car dependency.

Sound: No

Attachments: None

5494 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

Under the Environment (Wales) Act 2016, public authorities must maintain and enhance biodiversity and ecosystem resilience, which the removal of the Green Wedge designation from the KS1 site conflicts with. The site's existing wildlife, including bats, otters, owls, skylarks, and numerous small birds, relies on these green spaces for habitat and connectivity. Loss of this land diminishes biodiversity, hampers natural drainage, and threatens the ecological web vital for environmental health and wellbeing. Protecting these areas is essential for future generations and local biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5495 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

KS1 is directly on a designated Green Wedge. This is not a small group of dwellings but a housing estate of over 370 houses, extending the outer boundary of the town of Barry significantly, encroaching on the settlements of Rhoose. This was decisively rejected in the previous 2015 judgement of the suitability of the site. No amount of word salad redefinitions will alter this fact. So where is the 'additional protection'. (6.417)
It seems that meeting housing quotas takes priority over common sense and care for residents. This is an inappropriate development and the presumption against it should be upheld.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5496 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The RLDP considers KS1 land unnecessary as measured by width, but this conflicts with the 2015 Planning Inspector's view that KS1 is in fact vital to the landscape and openness. Openness is a key attribute of a Green Wedge, not Kilometres. The RLDP wrongly equates the edge with poor quality and suggests it can be built on, which directly contradicts the need to maintain openness and settlement separation. The previous Inspector confirmed the land's contribution to openness and separation, making further weakening illogical.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5497 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I object to the proposed development at Weycock Cross, Barry, due to unresolved flood risks and drainage issues indicated in the developer's own strategy. Some areas are already prone to surface water flooding and watercourse flooding, with residents experiencing flooding in their gardens. There is no proper hazard assessment. Additionally, noise, vibration, pollution, and light pollution from the development will negatively impact residents, amenity, property, and the environment, especially affecting nocturnal species and the natural corridor.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5498 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Helen Griffiths [3273]

Summary:

I totally object to this development on various grounds:
1) Declared green wedge land should remain that and not built on
2) Area infrastructure totally inadequate for current levels of traffic let alone future levels. The report states levels of a 25% increase. This goes against SSC1 development within settlement boundaries, item 9. "It would unacceptably impact upon the amenity and character of locality by way of noise, pollution, traffic congestion and parking." Traffic increase around schools (Romilly, Colcot, Ysgol Saint Curig) have all raised safety issues around school runs.
3) There has been no improved access to medical/doctors and dentists in the area.
4) The Argument that 6000 families need housing in the area doesn't add up to what is affordable in particular groups.
5) The redesign of the roundabout and extra slip road makes for those houses accessing onto the roundabout more dangerous that is already is.
Barry is being seen as an area of growth. But growth can only be achieved if the surrounding area can achieve it. In my view the large scale housing developments being proposed only benefit the council financially, they will swamp an already choking infrastructure. Most of the large employers have gone, the largest remaining is slowly reducing capacity so people looking for jobs need to travel, so this just adds to road congestion. Maybe planners need to look at how to reduce congestion in areas where traffic flows at less than 5mph first and not add to the existing problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3273 H Griffiths Barry (5498)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tt6

5500 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Increased traffic problems with flawed solutions & the mitigation measures proposed will not meet the long term traffic capacity requirements.
The public transport in the area is insufficient there is no mention of increased bus services -this will increase reliance on private cars.
Increased population in the area will aggravate existing wait times for health care.
There will be a need for more school places. All schools are not within reasonable walking distance & will increase the use of cars.
Development will encroach in the green wedge - what has changed since the last LDP.
Totally unacceptable.

Change suggested by respondent:

The site should be removed from the LDP, there has bee little thought for existing residents who pay high rates of council tax.
The site is too far out & will encourage use of private vehicles for all journeys.
The site is not in keeping with the Council's pledge to reduce loss of green spaces & biodiversity.
Building on the site will affect the well being of existing residents by increased traffic, longer commutes & competition for healthcare appointments, also the disruption when building taking place..
The increase traffic will not encourage new businesses & will cause problems for emergency services.
The site will significantly slow down the flow of traffic, cause frustration & possible accidents with the proposed number of sets of lights. the road structure should be in place before any building work commenced.

Sound: No

Attachments: None

5501 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The drainage report indicates high flood risk areas, but lacks detailed flood data from NRW, making a reliable flood risk assessment impossible. Significant discrepancies in topographical mapping and unknown watercourse capacity further compromise safety. The site's naturally poor permeability and high runoff require complex drainage solutions, yet critical details such as infiltration testing, culvert assessments, and foul drainage capacity are missing. Given these unresolved issues and unreliable flood mapping, the site should not be allocated within the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5503 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

NW Barry site: I simply cannot understand how putting 376 new houses in the open green farm land (with accompanying street lamps etc) will enhance Dark Skies for existing residents, increase biodiversity, ecological connectivity and landscape character. Such a proposition is beyond my comprehension.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5514 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Weycock Cross site - this site is too far out & will encourage use of cars & increase pollution. English, non faith primary schools are too far to reasonably walk to as is the train station especially for parents having to drop children off on way to work. Bus service inadequate.
Cars will be used for shopping.
This site was previously a green wedge, why has it changed?
The little countryside Barry has is being destroyed & the noise, pollution & increased traffic will have a negative impact on the local residents & their well being.

Change suggested by respondent:

The Weycock Site North west Barry needs to be removed.
If the Weycock site is included the road needs improvement allowing for laybys for bus stops & a lane for emergency vehicles especially for incidents at the airport.
All other sites need to be revisited & consideration be given to increasing housing in other areas of the Vale. This will ensure Barry residents do not see an increase in waiting times for heath care, lack of school places & increase in traffic & pollution.

Sound: No

Attachments: None

5525 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

The Weycock Cross site will increase traffic as all amenities are too far away or are not easy to access i.e the Co-op which means crossing busy roads & a busy garage forecourt. English, non faith schools too far to walk with small children & usually dropped off on the way to work. The majority of people will use cars for ease & to save time.
This site should be retained as a green wedge for the well being of the local residents & enhance the outskirts of the town retaining it's identity.

Change suggested by respondent:

Weycock Cross needs to be removed from the LDP.
The Senedd decreed the site should not be built on in 2015. What has changed?
All other sites should be revisited.
The council should look at other ways to engage residents in these consultations. Older residents who do not have access to social media & are not computer literate are not able to easily have their opinions heard.

Sound: No

Attachments: None

5528 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Angela Emmons [2563]

Summary:

I am unable to access the online consultation portal, so I submit this letter as my formal opposition to the development in the Waycock Cross area and other RLDP projects affecting the Vale. My objections include the lack of infrastructure to support additional traffic, which already causes gridlock, and concerns about increased pollution. I highlight potential flooding due to loss of green land and existing sewage issues. The area hosts diverse wildlife, which would be harmed. I also oppose the strain on public transport, local services, and the airport, and question the necessity and appropriateness of these housing developments.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2563 Emmons Barry (5528)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttx

5530 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Weycock Cross site is not served by adequate nearby local transport. This site will encourage use of cars by it's location.
the increased traffic on this congested road will reduce well being for existing & new resisents of Barry & Rhoose.
The development will have a huge impact on the privacy of the St James' Cres & Nant Talwg Way residents who have small gardens.
The wildlife in the area will be reduced & their habitats destroyed.
Building will increase the chance of flooding which the area is prone to.

Change suggested by respondent:

Remove Weycock Cross from the LDP.
Improve infrastructure in the town.
Repair pavements to encourage people to be able to walk safely.
Tidy up the town to increase people's well being.

Sound: No

Attachments: None

5541 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

Weycock Cross site is not a safe site for walking or driving, access from the site is onto a busy congested road near to lights & a very busy roundabout.
The proposed site will also add to the already lengthy waiting times for healthcare, increase traffic, which will not promote a healthy living environment physically or mentally for new or existing residents.
The traffic information given does not reflect a real world but is based on an ideal world where people have good infrastructure & the time to walk to work or school safely.

Change suggested by respondent:

Remove Weycock Cross from the LDP'
Undertake more traffic surveys & speak to local residents to ascertain their method of transport to school, work & shopping & produce honest statistics not ideal statistics.

Sound: No

Attachments: None

5558 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Terrance Dodd [3292]

Summary:

Object

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3292 Dodd T Barry (5558)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t3s

5561 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Julie Dodd [3296]

Summary:

Object

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3296 Dodd J Barry (5561)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t33

5564 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Stacey Robbins [3295]

Summary:

I oppose the proposed development of over 200 homes in Weycock due to concerns over infrastructure capacity, public safety, and sustainability. The existing road network is already heavily congested, especially around Whitmore High School and Weycock roundabout, risking increased congestion, pollution and delaying emergency services. A development of this scale should not proceed without a clear, deliverable plan demonstrating that emergency services will be able to access the area quickly and safely at all times. Local healthcare and education facilities are at or near capacity, and without guaranteed improvements, the development would overburden these services. The Vale of Glamorgan Council's own planning policies emphasise that new developments must be supported by adequate infrastructure and must not have an unacceptable impact on highway safety or community wellbeing. In its current form, this proposal does not appear to meet those standards. I request that the application be rejected unless firm, enforceable commitments for road, infrastructure and service enhancements are provided.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t35

5620 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Luke Fraser [3313]

Summary:

The road network is already at capacity at the location, only to be made worse by other planned developments around carisff airport. There is a shortage of services in the surrounding area, exisitng will be put under more pressure by more houses. This site chosen for ease of developing the green wedge over various brown field sites across the vale. Water run off from site will flood existing properties in nant talwg way and effect the eco system. This plan helps to erode the Welsh culture and community.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5627 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Leon Butler [3318]

Summary:

The roads are grid locked as it is. We don't need more houses and cars on the same road infrastructure. We also have flooding on the round about when it rains so if the green space is built on, this will impact water drainage even further causing even more issues. Also think we have too much housing in Barry without anymore. People in Rhoose must be dreading the thought of getting through Barry or into Cardiff for work if this goes ahead.
Doubt this will affect the people making the decision as most won't live near. But use your heads.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5631 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Karine Dubois-Jones [3322]

Summary:

This is possibly the worst location considering the heavy traffic in that area at rush hours. The whole area will be gridlocked. Furthermore, the location of the entrance access to the built area would be dangerous as near the bend of the road and I can anticipate people driving too fast round that corner and creating accidents.

Change suggested by respondent:

Scrap that plan ! Or at least change the access area

Sound: No

Attachments: None

5643 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Barbara Entwistle [2589]

Summary:

The Weycock Cross site is situated too far out all shops, schools & healthcare facilities will be accessed by car. Walking & cycling creates danger due to the busy roads & poor pavement network.
The added traffic will not improve health & well being for new or existing nearby residents or commuters from Rhoose & the Vale,

Change suggested by respondent:

Remove Weycock Cross site from the LDP.
Find a more suitable site or smaller more suitable sites.

Sound: No

Attachments: None

5647 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Entwistle [3264]

Summary:

Many of the proposed housing development sites do not demonstrate the criteria laid out have been considered and researched properly at all. The traffic modelling reports carried out on behalf of the council all show many road major junctions within the vale exceeding capacity by 2026. Transport modelling for the North West Barry site for example is only basic and based on limited data set. The modelling undertaken by Asbri acknowledges significant disruption will likely occur as a result of development in the area and further down the Vale with limited scope for mitigation and improvements.

Change suggested by respondent:

Before sites are considered for inclusion in the LDP proper up to date transport assessments and modelling should be undertaken and the results and an action plan summarised in future LDP's.
The vast majority of sites considered need considerable further assessment and research and a concrete plan to integrate them into already existing communities prior to inclusion in the LDP.

Sound: No

Attachments: None

5649 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Entwistle [3264]

Summary:

The North West Barry site is unsuitable for inclusion into the LDP. It falls short of meeting the standards required. The traffic on junctions in this area is already over capacity at many times of day. The transport modelling for the site has been far too limited and already states that limited long term solutions for mitigation exist. The site has been removed in the past die to the area being a green wedge. Its inclusion sets a precedent for moving settlement boundaries and growth into green spaces whenever convenient and the associated loss of valuable green space and habitats.

Change suggested by respondent:

The site needs to be removed from inclusion into the LDP. It cannot be delivered in any way that meets the standards set out for new housing developments and in any form that results in a positive impact for residents of the Vale.

Sound: No

Attachments: None

5664 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Julia Thompson [2631]

Summary:

4. Active travel - Current travel provision at Weycock cross is poor and unrealistic travel to station times quoted - its not an easy access site without a car and this is not planned for in the road works plan.
5. Open space - contradictory building on green wedge land.
9. Protecting the environment and it's historic settings - this is a direct contradiction to the proposal.

Change suggested by respondent:

Identify suitable locations

Sound: No

Attachments: None

5671 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lisa Clissett [2565]

Summary:

I object to the green spaces disappearing. Traffic is already at gridlock at Waycock Cross. There are no transport links easily accessible. There are not enough schools. There are not enough Doctor's surgeries, dentists, etc

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2565 Clissett Barry (5671)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t46

5677 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Mark Clissett [3331]

Summary:

I object to the green spaces disappearing. Traffic is already gridlocked at Waycock cross. There are no transport links easily accessible. There are not enough schools. There are not enough doctors surgeries, dentists etc.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3331 Clissett M Barry (5677)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t48

5681 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Councillor Samantha Campbell [1002]

Summary:

I note that Weycock Cross cannot support additional vehicular traffic, with developers only offering a contribution for improvements, not full funding. Responsibility for funding improvements and installing the Active Travel route between Weycock Cross and Cardiff Airport lies with VoGC and the CPO. Cardiff Airport provides no support for healthcare, education, or other development needs. Local healthcare services have been consolidated, spreading appointments across Barry, and bus services are infrequent, operating only once an hour.

Change suggested by respondent:

Removal of this housing development.

Sound: No

Attachments: None

5692 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Denise Macdonald [3334]

Summary:

See email to Naomi Marshallsea.
Increase congestion and pollution. More pressure for DWR Cymru who are firefighting at best and at worse releasing more sewage into the channel. Limited school spaces. Lack of doctors and dentists. Loss of wildlife and habitat.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3334 Macdonald Barry (5692)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t4g

5720 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

There is no integrated travel network or adequate bus services, and future local government funding constraints will limit development. Walking or cycling to key locations is unrealistic for many, with a 35-40 minute uphill walk from the station. Increased car use is inevitable, especially with current congestion at the Port Road roundabout. Car ownership as increased since 2015. Proposed traffic changes will cause chaos and increased congestion on A446 Port Road and Colcot Road. No evidence supports the effectiveness of signalisation, and higher car use will likely increase emissions and pollution exposure for children.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5728 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I believe that prioritising climate change adaptation and mitigation requires excluding KS1 from the plan, as its inclusion cannot meet these aims. I find the engagement process un-inclusive due to scattered data, which is difficult to navigate, especially for older people. The proposed road improvements at Weycock roundabout are unrealistic given the increase in vehicle numbers, with inadequate evidence and no public transport options. Sustainable travel is not feasible here due to long distances and limited active transport options, undermining efforts to promote environmentally friendly methods.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5735 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I believe an integrated active travel network focusing on walking and cycling is unrealistic for the KS1 site. The Welsh Government's sustainable transport aims require accessible, hindrance-free transport services, which are not available from this location. After ten years living near the roundabout, I confirm there are no reliable public transport links to major services. The elevation makes walking difficult, and most residents rely on cars. Building at KS1 will increase car traffic, worsen congestion, and deteriorate air quality, affecting pedestrians, drivers, and local residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5745 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

I object to the allocation of HG1 KS1 at Weycock Cross, the site as unsound, unjustified, and unfeasible. Evidence highlights issues with transport, drainage, biodiversity, Green Wedge protection, landscape, heritage, and community infrastructure. The site is over capacity, poorly served by transport, and would cause congestion and pollution. It threatens biodiversity, landscape integrity, and Green Wedge status. Infrastructure deficits, unresolved drainage risks, and inadequate heritage assessment further undermine its suitability. I believe the site conflicts with national policies and guidance, and should be removed from the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5746 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

The VOG's justification for changing the Green Wedge between Barry and Rhoose is a handy fudge in order to push forward its intention to build. Why does the Green Wedge argument against its use for housing, upheld in 2015, no longer apply? The 'three parcel' argument from BR1-3, has all the appearence of a smokescreen.
The land with its old hedgerows acts as a wildlife corridor from Porthkerry Park, providing protective habitat for mammals and birds and the means of moving between areas, so essential for successful breeding. And please note -the skylarks breeding in the field are red-listed birds.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5750 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Susan Morgan [3352]

Summary:

Increase in traffic on roads that are already congested. This impacts not only Barry but the surrounding areas. Emergency access for ambulances and fire engines would be impacted especially in the case of emergencies at the airport. Greenbelt land should not be built on, this is detrimental to our wildlife. This will cause more flooding as we are taking away greenfield that soak up open water. Pressure on GPs, dentists and schools. It is already difficult to register with these services. The website is difficult to use!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3352 S Morgan Barry (5750)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t59

5753 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr R Davies [3353]

Summary:

Too much traffic already, airport access, fire station access

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3353 Davies Barry R (5753)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t5b

5754 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Steve Ashman [3161]

Summary:

The roads around Weycock cross and Rhoose are not adequate for the amount of traffic that building more houses brings. Also the green belt between Barry and Rhoose is being eroded especially if the model farm development gets the go ahead.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5755 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The Green Wedge site contains Priority Habitats, supporting bats, dormice, badgers, otters, and various bird species. Development would cause habitat loss, disrupt movement routes, introduce harmful lighting, and threaten protected species like hazel dormice and bats. It would also damage nesting sites, fragment wildlife corridors, and worsen ecological connectivity. Such impacts violate planning policies and laws, including the Environment (Wales) Act 2016 and PPW. I believe KS1's development is ecologically unsound and should be removed from the RLDP to protect biodiversity and habitat integrity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5756 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Phillip Davies [3354]

Summary:

1) Road Congestion 2)Air pollution 3) Airport access 4) Delaying emergency services 7) Pressure on public services Schools, GP and Dentists. 8) Flooding risks 9) More green space lost 10) Risk of more accidents in the area 11) Loss of wildlife

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3354 Davids Barry (5756-_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t5d

5759 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re KS1: the Vale planning aims are to adapt to climate change, improve residents' well-being, and protect the natural environment. However, I question how the proposals, such as increasing traffic congestion, concreting over well-used farmland, destroying the green wedge, and risking flooding and drainage chaos, align with these aims. These actions threaten wildlife, increase urban sprawl, harm landscape vistas, and lack any sufficient public transport (leading to more car use). I believe these plans therefore undermine climate, environmental, and health goals, and prioritise housing targets over sustainable ecologically-guided development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5760 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I understand that the site falls into flood zones 2 and 3, with some areas at significant risk from flooding, worsened by climate change. Despite the flood assessment indicating limited risk in parts, existing properties are already threatened, and flood risk management remains incomplete. Foul drainage requires complex modifications and substantial investment, which are unconfirmed. I believe this development poses serious safety concerns and should not be included in the RDLP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5765 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr David Morgan [3361]

Summary:

1) traffic at a standstill at all times now!!! 2) no air quality checks 3) Emergency services issues

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3361 D Morgan Barry (5765)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t5z

5772 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Sarah Jane Davies [3362]

Summary:

1) Road congestion 2) Air pollution 3) Airport access especially emergency services 5) Pressures on schools, GP and Dentists 6) Flooding risks 7) Loss of wildlife 8) More green space lost!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3362 SJ Davies Barry_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t6r

5777 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Dorothy Jefferies [2587]

Summary:

1) Increased volume of traffic on Port Road, Pontypridd Road 2) No extra schools - Whitmore is now oversubscribed 3) No extra GPs 4) No extra bus stops 5) Just more houses with no support (ridiculous) 6) Destruction to land which is home to wildlife 7) No where near a train station. Nearest is Barry station. 8) The whole area will be gridlocked which it is a lot of the time.
ALSO Barry College is moving to waterfront (by good sheds) so the college at Colcot road will be vacant. This will be used for more housing. So Colcot Rd onto port road will have more traffic adding to the problem!!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2587 Jefferies Barry (5777)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t67

5780 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Julian Tyler [3368]

Summary:

There is too much traffic on the road at Waycock Cross already from Rhoose. This development will only add to the congestion. The schools in Barry are already full, doctors are full and dentists are full. There will be no more green belt land left for the future if we keep building on it. The facilities in the town are poor now so how will it cope with more houses.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3368 Tyler Barry (5780)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t6c

5790 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Gareth Brown [3370]

Summary:

I am concerned that Barry is being disproportionately targeted for housing to solve Cardiff's shortages, a move seemingly driven by council leadership rather than local need. The scale of the proposed development is mind-boggling given that infrastructure is already failing; gridlock at Weycock Cross and massive tailbacks are already routine.
The political backing for this appears thin, influenced by representatives from outside Barry, and I question the role of local estates in driving these plans.
I would also like to know what influence the local land owner has on the development of these sites. Are the local farmers pushing for this development or is the impulse coming from the Romilly estate?
Furthermore, the council's claims are misleading: local schools are already oversubscribed, and asserting that the train station is within "easy walking distance" is laughable—it is a 35-minute uphill trek for most. These plans will only detrimentally impact residents and the environment.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/t6w

5791 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Huw Allaway [2434]

Summary:

Regarding Weycock Cross site. The development of this site so close to the roundabout is a recipe for disaster and chaos. The cumulative effect of other sites at Rhoose, St Athan etc plus this site will overwhelm this junction-even with the promise of adjustments to the roundabouts. There is a wild variety of wildlife in this area - and most will be lost. Many years ago the Vale Council Planning dept dismissed this site with a variety of valid reasons. These reasons still apply. I use this junction many times during the week at various times + have encountered many delays.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2434 Allaway Barry (5791)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t6h

5794 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Alexis Tyler [3373]

Summary:

As a resident of the Cwm Talwg estate I am very concerned about the proposed housing estate. Concerned about the volume of traffic it will bring to the roads, here have become grid locked on many occasions. I take and collect my granddaughter from Whitmore high school, normally a 5 minute drive. But at school out time it takes 15-20 mins and a proposal of 350 houses would mean probably 700 cars as most houses have two cars, all this traffic is not good on the roads and the environment. How many more children will be needing school places, nursery schools, infant schools, junior schools these are not in the local area. Not to mention doctors appointments which are impossible to get now and dentists not to mention no hospital as such. All our green space will be lost. Lots of wildlife losing there habitat... no trees. Fields and bushes soaking up the rainfall will lead to more flooding as we will be living in a concrete jungle. I ask myself where do the people that agree to these developments live certainly not here.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3373 A Tyler (5794)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t6m

5802 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Catherine Hart [879]

Summary:

Grave concerns regarding infrastructure.
Traffic congestion is already intolerable at peak times, more pollution. This development as planned could add at least 500 cars to existing traffic. People will not walk. No buses.
I am 75 and have mobility issues - I could not walk to the station or supermarket.
Loss of Green Wedge is a major concern - otters, skylarks, wildlife.
Urban sprawl.
Sewage - current system already totally inadequate with sewage alerts (Safer Seas & Rivers) every time it rains.
Impact on dark skies.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5803 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Catherine Hart [879]

Summary:

Reference Weycock Cross development - there is no proper sustainable transport from the roundabout to Barry Library/Station. The suggestion that it is a 30 minute walk is ludicrous. I have mobility issues. I would struggle to walk to the station in 30-40 minutes and would take at least 1 hour to walk home to the Weycock Cross end of Pontypridd Road.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5806 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Catherine Hart [879]

Summary:

The impact on local biodiversity of the proposed development at NW Barry will seriously affect local biodiversity - recently an otter has been killed by a vehicle. There are numerous bird populations. The increased footfall from the site down to Porthkerry Park will affect the biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5810 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Catherine Hart [879]

Summary:

The development at NW Barry/Weycock Cross will increase light pollution into the surrounding environment; it will have an adverse impact on biodiversity, ecological connectivity and visual and landscape character. It will most definitely have an adverse impact on residential amenity, privacy and neighbouring land uses.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5845 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lauren Cross [2529]

Summary:

There are many reasons why I object this ridiculous proposal.
The proposed site is not fit for purpose. There is no consideration for the impact it will have on the local community.
You're planning on building 376 houses. Each house will have at least x2 vehicles. There will be at least at extra 752 cars on the roads in this area.
752 extra vehicles in an already busy area. You are proposing one road into the housing estate and the same road to exit - this would be utter chaos. The roads already become gridlocked when a vehicle breaks down.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5872 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Tracy Sherratt [3406]

Summary:

I do not think the land at the north West of barry off 5 mile lane is a good idea due to the amount of pressure it would put on an already overloaded road. The amount of disruption with builders and lorries etc would cause untold damage on the environment and on roads that are already in a bad state of repair

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5879 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Elizabeth Rudman [3410]

Summary:

Barry has become gridlocked along port road from Rhoose to culverhouse. Another development increases this and there is only so much altering road structure do to alleviate.
I lived in St Athan 40 years ago and retuning and I am shocked by the wiring traffic at weycock cross. Too many schools along the road does not help nor those heading for Romilly school

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5883 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I object to the HG1 KS1 development proposals, as outlined in the Weycock Cross Vision Statement, because it prioritises new residents over existing community needs. The document lacks specific commitments on boundary treatments, noise mitigation, open space benefits, and infrastructure capacity. It also fails to address impacts on existing residents' amenity, privacy, and safety. I request further consultation on boundary standards, environmental management, open space access, and community infrastructure to ensure existing residents' wellbeing and safety are adequately protected.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hv

5884 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I object to the allocation of land at North West Barry (HG1 KS1) due to significant concerns about healthcare, environmental health, active travel, social cohesion, and education infrastructure. The RLDP lacks detailed delivery plans, mitigation measures, and funding commitments for healthcare capacity, which is already strained. The site's location is unsuitable for active travel and presents environmental health risks. Additionally, existing school capacities cannot accommodate the proposed 376 homes, and no clear funding or phasing strategies are provided. Therefore, the site is neither sound nor justified, and I have not been properly consulted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hc

5885 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Yvonne Davies [3411]

Summary:

Amount of traffic. Has an air quality survey been done. Airport access. Ambulances

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3411 Y Davids Barry (5885)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t7y

5886 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I object to the Heritage Assessment commissioned by Persimmon, arguing it is inadequate, non-compliant with PPW Edition 12 (2024) and Cadw's guidance. The assessment fails to evaluate the significance, setting, or cumulative impacts on heritage assets, neglects holistic and experiential considerations, and does not follow required methodology. It dismisses historic landscape value without justification and provides insufficient evidence, such as no photomontages or impact analysis. As it is commissioned by the developer, its objectivity is questionable. I believe it cannot justify the land's allocation for development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hd

5887 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I oppose the development at Weycock Cross, Barry, due to unresolved flood risks and drainage issues. The developer's report shows existing surface water flooding, missing flood data, and significant discrepancies between flood maps and ground levels, making flood risk assessment unreliable. The watercourse's capacity is unknown, and proposed discharge rates lack supporting hydraulic data. Soil conditions hinder infiltration, requiring extensive attenuation, indicating high hydrological sensitivity. Foul drainage options are speculative and unconfirmed. Overall, critical data are missing, and the drainage strategy is incomplete, so I believe the site should not be allocated.

Change suggested by respondent:

The site should therefore not be allocated within the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hw

5888 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I strongly object to the removal of the Green Wedge designation at Weycock Cross, as it contradicts previous inspector decisions and national policy emphasising openness and landscape continuity. The site is visible from multiple vantage points and forms part of a wider undeveloped landscape corridor. Development threatens significant ecological features, including ancient semi-natural woodland, priority habitats, and protected species like bats, dormice, otters, and ground-nesting birds. It would cause habitat fragmentation, ecological harm, and undermine long-term Green Wedge functions, contrary to policies and legislation protecting biodiversity and landscape integrity.

Change suggested by respondent:

The allocation of this land for development is ecologically unsound and should be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hf

5889 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I object to including land at Weycock Cross in the RLDP due to its impact on congestion, air and noise pollution, and inadequate active travel and public transport options. The assessments show existing congestion issues that will worsen, with models based on incomplete and questionable data. There are no proper air quality assessments, and the active travel plans are weak and non-compliant, especially given the site's topography and limited bus services. I believe these factors make the site unsuitable, and I question whether I was genuinely consulted given the many gaps and inconsistencies.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hg

5894 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to the RLDP strategic transport assessments for Weycock Cross, highlighting significant issues with congestion, modelling, active travel, and air quality. The assessments underestimate congestion impacts, especially at Weycock Cross, which is already near capacity. The proposed signalised access has not been fully assessed and may worsen traffic conditions. Active travel provisions are weak, non-compliant, and unsubstantiated. The data used is poor quality, incomplete, and lacks validation. No air quality assessments are included, contravening policy requirements. Overall, the development's cumulative impacts could cause severe, unmitigated

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hh

5896 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Nicola Varney [3415]

Summary:

1. Infrastructure: Bottleneck would spring to mind. There is insufficient access onto Port Road from the development (Land at North West Barry). Cars will not be able to cross over onto the road site reading to Cardiff. Port Road is already heavily used by transportation from + to the airport/Rhoose village. There would be definitely be numerous accidents. 2. Doctors surgeries-over subscribed now. Over subscribed-people unable to secure now appointments. This would add more over stretched services with the added 370 houses+ residence. 3. Green Land Impact on Wildlife. DNP2-Green land wedge, not considered and the effect on the wildlife/species. 4. Land previously refused to be built on in 2013 by the local authority who objected to the proposal of 140 homes + the councillor etc. are still in power now + supposidly serving the community. 5. Schools-Schools are not equipped to take on the extra capacity of extra candidates. 6. Should be looking to build homes for the older/single generation. 7. Barry Town itself. Does not have the facilities, town/shops to offer to us let alone extra footfall, unless you want a barber or coffee. Town has been run down, and yet Barry is supposed to be the largest town in Wales. 8. The disruption of building works to residents. Lorries delivering material. Removing material. Road works/blockages/accidents. Mud on the road. Noise to the residents. Safety problems. Too many vehicles on the roads, traffic jams. Barry over subscribed with population. Facilities not in place to support the extra population. People have a right to transparency.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3415 Varney Barry (5896)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t8c

5897 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to the land allocation at Weycock Cross, North West Barry, due to significant impacts on congestion, air quality, and noise, and inadequate active travel and public transport options. Transport assessments rely on inconsistent data, neglect cumulative impacts, and omit necessary air quality evaluations, contravening policies. Weycock Cross already operates near capacity, and future traffic growth risks severe congestion without guaranteed mitigation measures. The site's poor active travel infrastructure, limited bus services, and impractical walking distances further undermine sustainability. Due to these methodological weaknesses and policy breaches, I believe the land should be removed from the

Change suggested by respondent:

The allocation of land at North West Barry (HG1 KS1) is not supported by robust, policy-compliant transport evidence and should therefore be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hx

5902 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to land allocation at North West Barry due to inadequate evidence for community infrastructure, including healthcare, transport, environment, and social cohesion. The RLDP lacks credible plans or funding commitments for healthcare expansion, risking overburdened services and increased car dependency. The site's layout hampers social interaction, active travel, and environmental health, with severance from neighbourhoods and poor connectivity. Risks include air pollution, noise, and inaccessible active routes, with no clear infrastructure delivery timeline. These issues conflict with policies on health, environment, and social cohesion, making the site unsuitable for development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hj

5905 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I find the Transport Assessment for North West Barry (Weycock Cross) contradicts key policies such as PPW and TAN 18 by prioritising capacity expansion over demand reduction and modal shift. It downplays cumulative impacts despite severe congestion, relies on road capacity as mitigation without addressing induced traffic or placemaking. Active travel is treated as secondary, and air quality and noise impacts are entirely omitted, violating policy requirements. Overall, the assessment fails to demonstrate sustainability, and the site is unsuitable for inclusion in the RLDP based on these flawed transport considerations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hk

5907 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Charles William Vickery [3422]

Summary:

My objections are
1. Not enough Gp's, Dental care, NHS cover
2. Amount of traffic that will be generated due to all these houses traffic survey incorrectly done needs to be in schools time for a month.
3. Roads not food enough to support all the extra traffic.
4. Added pollution
5.Damage to the environment (more people) green land being used.
6. Transport limits for the public
7. Added sewage, where is that going. Bristol Channel, new sewage plant needs to be built.
8. Expansion of the Police Ambulance, Fire Services, need more due to expansion of Sully, Cosmeston, Barry

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3422 Vickery C Barry (5907)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t8x

5909 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to allocating land at Weycock Cross, Barry, due to unresolved flood risk and drainage issues. The developer's drainage strategy lacks critical data, shows significant discrepancies, and does not confirm outfall capacity or the safety of proposed levels. Soil conditions hinder infiltration, requiring extensive attenuation volumes that suggest the site is unsuitable. Overland flows from neighbouring farmland further increase flood risk. Foul drainage solutions are unconfirmed and dependent on external works. The evidence indicates the site is hydrologically unsuitable for development and should not be allocated.

Change suggested by respondent:

The site presents fundamental and unresolved flood-risk and drainage constraints. The evidence demonstrates that the site is not hydrologically suitable for residential
development. It should therefore not be allocated within the RLDP

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hz

5913 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to removing the Green Wedge designation at North West Barry, citing flawed reasoning, misinterpretation of policy, and ecological harm. The site is integral to the landscape, maintains openness, and contributes to visual and ecological continuity. It contains high-value habitats, ancient woodland, and protected species like bats, dormice, otters, and ground-nesting birds. Development risks significant ecological damage, fragmentation, and conflicts with national policies aimed at preserving openness and biodiversity. The ecological and strategic importance of the site warrants its continued protection and inclusion in the local development plan.

Change suggested by respondent:

The allocation of this land is ecologically unsound, contrary to national and local policy, and should be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hm

5917 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr William Hart [1009]

Summary:

Adjoining properties in Pontypridd Road are extremely low density. In the scheme presented at the Millwood Bowling Club last year, low density housing, was shown along CwmCiddy Lane but not along Pontypridd Road.

Change suggested by respondent:

Low density housing on the development should be concentrated along the Pontypridd Road edge.

Sound: No

Attachments: None

5918 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to the inclusion of land at North West Barry in the RLDP, citing that the Heritage Assessment by Persimmon Homes (June 2025) is inadequate, methodologically flawed, and non-compliant with national policies. The assessment fails to evaluate heritage asset significance, consider cumulative impacts, follow Cadw's four-stage methodology, or properly define setting. It dismisses the historic landscape value without evidence and lacks sufficient evidence for land allocation. Due to these deficiencies, I believe the assessment is unreliable and cannot justify development or removal from the Green Wedge.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hy

5920 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I object to the Weycock Cross Vision Statement, as it prioritises new residents over existing community needs and offers limited detail on benefits for current residents. The proposal's emphasis on creating a new neighbourhood neglects impacts on amenity, privacy, and safety, with insufficient measures for boundary treatment, noise, and air quality. It lacks specific commitments on buffering, boundary management, and open space access for existing residents. Further detailed assessments and consultation are necessary, particularly regarding amenity, environmental management, open space, and community infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hp

5921 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Frank Cleland [2643]

Summary:

1) Outside Barry urban boundary. Move this and we would eventually join up with Rhoose. These boundaries should not move.
2) Active farmland. You may say a lower grade however, crops still grow here and cattle graze here. Build on brownfield sites!!!!
3) Transport - Barry train station bot in walking distance for workers who want to walk to five days a week. Return walk is an uphill struggle. Most people would use there cars and Barry station does not have sufficient parking now.
4) Port Road is a main road to airport. If airport gets busier then more traffic jams.
5) Not enough doctors at highlight medical centre and vale group a pain as need to drive further to St Brides
6) Flood risk, how would this be mitigated against. We already have rainwater run off from this field.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2643 F cleland Barry (5921)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t94

5928 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I oppose the HG1 KS1 site at Weycock Cross, citing that its development is unsound, unjustified, and undeliverable. The evidence shows failures in transport, drainage, biodiversity, landscape, heritage, and community infrastructure. The site is over capacity, with incomplete transport data and no air quality assessment. It threatens Green Wedge protection, biodiversity habitats, and visual landscape. Drainage risks are unresolved, and heritage assessments are inadequate. The lack of infrastructure planning and the site's unsuitability mean it should be removed from the RLDP.

Change suggested by respondent:

The site is not sustainable, not deliverable, and should be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3hq

5935 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Hannah Ferris [2670]

Summary:

I object to the development, believing it shows poor planning and will worsen traffic congestion, especially at Weycock Cross and the airport, with little regard for public transport or sustainable travel. I am concerned that recent road restructuring will be wasted and that the development will not address local service shortages like schools and healthcare. I doubt developers will implement promised measures, and I feel the council's priorities are misaligned, favouring developers over residents. I urge my concerns to be considered genuinely in the planning process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3x4

5936 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Ross Cleland [3430]

Summary:

I object to the proposed development at Weycock Cross for the below reasons:
1) Transport Sustainability
- Congestion already exists in North West Barry, with planning provisions + mitigations extremely weak
2) Local Education Capacity needs
- There is no provision for the expansion in school places in the plan, when existing schools are already struggling.
3) Green Wedge
- The proposal is in contravention of the 2015 inspector report finding the site essential to the green wedge openness.
4) Healthcare Provision
-Healthcare infrastructure is already weak, no provision are in the RLDP to mitigate this.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3430 R Cleland Barry (5936)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t9z

5973 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Katerina Lazarou [2647]

Summary:

I object to the proposed development at Waycock Cross, citing concerns over increased traffic congestion, safety issues for pedestrians and cyclists, strain on local health and education services, and the loss of green spaces and protected wildlife habitats. The new traffic system is inadequate to handle the volume, and existing infrastructure is already under pressure. I believe the development will harm ecosystems, displace wildlife, and threaten the local environment. I urge the council to reconsider or mitigate these issues before proceeding.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rf

5980 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Debra Cleland [2639]

Summary:

1) Loss of green wedge. Green Wedge should not be a moveable commodity to suit council policy.
2) Flooding-Weycock Cross roundabout constantly floods. The field in question also has flooding issues. There is no mitigation in the current RLDP.
3)Mitigation-This does not work, look at Culverhouse Cross.
4) Further development-Another 1600 houses prosed for Rhoose putting pressure on the main arterial route into Rhoose (at the Weycock cross roundabout)
5) Lack of public transport in the area. Doctors surgeries are over subscribed, along with schools and dentists etc.
6) Over capacity on Port Road. The road from the proposed site (onto port road) was built for approx 2,000 vehicles. The council carried out their own survey a number of years ago and it was found that over 24,000 cars were using the route.
7) The site is outside the Urban Boundary
8) Nant Talwg Way pumping station regularly breaks down and this after the supposed upgrade.
9) Loss of Agricultural Land

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tvj

5984 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr William Hart [1009]

Summary:

The land is currently green wedge.
Public transport there is poor, walking to town too far and uphill.
There will be more traffic congestion, pollution.
It would be an encroachment into the countryside.
The land will flood as rainfall increases. NantTalwg cannot cope at the moment.

Change suggested by respondent:

Green wedges should be honoured and the site excluded.

Sound: No

Attachments: None

5986 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Bruce Norman [3447]

Summary:

I think Port Rd is already very congested another development on the busiest road in Barry is not going to help in any way. The land proposed for development is very precious green space that should be used for more "affordable" housing. Airport access is very poor as it is CDW could be so much better for the community if investing on new roads were more of a priority than westing valuable green space and the risking the biodiversity of the area and the effect on wildlife would be detrimental.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3447 Norman Barry (5986)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tbs

6011 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lorna Owens [3451]

Summary:

The area cannot support this development. It would cause chaos on already busy roads. No available school places or other infrastructure. The negative impact on the environment would be impactful to the area’s wellbeing benefits and the wildlife would inevitably suffer.
There are many brown field areas which can be used for building and using these would be far superior to decimating a semi rural environment. Why are you determined to ruin the benefits of green spaces. Also why not refurbish older vacant properties thus revitalising some urban areas.

Change suggested by respondent:

This plan is all sorts of wrong and should be scrapped in it’s entirety.

Sound: No

Attachments: None

6017 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Jacky Williams [3343]

Summary:

The development will cause a severe traffic problem that is already an issue at Weycock Cross and Port Road.
The proposed addition of lanes approaching Weycock Cross will do nothing to increase flow around the roundabout and hence delays will only increase with increased amount of traffic. Currently, queues are frequently encountered approaching from the Five Mile Lane and Port Road West between the Colcot roundabout and beyond the Dragon Tails roundabout.

Change suggested by respondent:

I would suggest that the roundabout should, regardless of predicted increase in traffic flow resulting from developments in Barry, Rhoose & St. Athan, be replaced with traffic lights.

Sound: No

Attachments: None

6020 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Kevin Hearne [2659]

Summary:

I express grave concerns about the Weycock Cross development proposal, highlighting insufficient consultation time of only 42 days for extensive documents. I question the transparency of funding and origins of supporting materials, the consideration of alternatives, and the impact on traffic, environment, and local residents. I criticise the rush to approve the site, potential environmental damage, inadequate infrastructure planning, and the lack of clear long-term vision beyond 2036. I believe the proposal prioritises builders over community, endangering health, safety, and the natural environment, and call for the RLDP to be paused and reconsidered

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Letter- Kevin Hearne [2659] - https://valeofglamorgan.oc2.uk/a/tbf

6021 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Martin Edwards [2596]

Summary:

I believe the deposit RLDP should be amended to exclude this site. It is not within walking distance of the station and an additional 376 households would generate significantly more traffic in an already congested area. The A422b has its limitations which was why the assessment in 2014 concluded that the development of this Green Wedge site would be detrimental to the capacity and freeflow of traffic on this major hub road to the airport and Vale. There is no real evidence that the physical constraints of the road network have changed since that assessment and to reverse those findings without significant infrastructure improvements would be unjustified. Traffic lights at the junction and controlled pedestrian crossing will only interrupt traffic flow increasing queuing and delays.
There is a serious risk of sewage contamination to the local stream and a threat to local wildlife. Bats are very active and a protected species and urbanisation of this green wedge site would result in habitat loss, increased disturbance and long- term ecological degradation . Has a bat survey been implemented? The scale and location of this development, are inappropriate given the importance and existing pressures on the adjacent road network.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2596 Edwards Barry (6021)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tbw

6042 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Steve Thorne [697]

Summary:

Every morning the traffic on Port Road West (A4226) into Barry via Weycock Cross is queuing for approximately one kilometre, back to Welford Farm / Barn - this can be verified by the Highway cameras situated along the highway.
Further development in Rhoose and St Athan will obviously add further traffic chaos and congestion to Port Road West and Weycock Cross Roundabout.
The existing infrastructure - roads and drainage (both storm and foul) are outdated, inadequate and currently well over capacity (as are other facilities such as healthcare and education).
The A4226 highway was constructed so many years ago - with different design criteria (traffic volumes , traffic loadings etc) not relevant to today's intense requirements. The road construction materials have expired, showing signs of distress and surfacing failures due to a total lack of maintenance over the many years.
Major maintenance issues or total reconstruction will be required in the very near future causing delays, chaos, inconvenience and total gridlock.
Alternative routes are extremely limited, and therefore not an option especially for larger vehicles.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tcs

6066 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Murdoch MacDonald [3463]

Summary:

The area of Weycock Cross is already overwhelmed with traffic. The system is not set up to allow smooth flow especially at peak times. We have frequent emails from Welsh Water to advise water supply issues and we expect it will escalate considerably with more housing. Residents of Barry already experience difficulties getting Dr & Dental appointments. Loss of natural habitat for the wildlife in this area will affect all of the residents. Public transport is very limited and the train station is not a 35 min walk.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tcc

6090 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Raymond Skehens [3470]

Summary:

The roads around the area are already very congested at peak times, to the extent that I can smell and taste diesel exhaust fumes when I walk in the area.
The local schools are already overwhelmed and Barry kids are in some cases having to go to Cowbridge for secondary education. The GPs are also under pressure, hundreds of more patients is going to make this worse.
The railway station is not within 20 minutes walking distance as stated in the plan.
No one who lives or commutes in and around Weycock Cross would ever agree that the roads and junctions can cope with any more traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tcp

6095 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Julia Thompson [2631]

Summary:

N/A

Change suggested by respondent:

Alternative site to be sought - What about the old Incinerator site?

Sound: No

Attachments: None

6099 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Julia Thompson [2631]

Summary:

The location of the north west Barry site will only encourage more people to use cars - circa 800 vehicles may be added to the road in this area which is untenable given the current 100% capacity.

Change suggested by respondent:

Relocate the site

Sound: No

Attachments: None

6109 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rebekah Vincent-Newson [2668]

Summary:

I note that while the Vale Council committed to the Placemaking Wales Charter, concerns raised by residents about health infrastructure, noise, air pollution, and transport have largely been dismissed or inadequately addressed. Responses relied on existing bus services that are insufficient and do not connect well to Barry station, contradicting the principles of movement and active travel. Additionally, the proposal disregards Weycock Cross's unique rural character and natural boundary, risking loss of local identity and heritage. This approach undermines trust and conflicts with the council's commitments to community wellbeing and place.

Change suggested by respondent:

-

Sound: No

Attachments: None

6125 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Nadia Cooper [3478]

Summary:

The developers own drainage strategy shows unresolved risks: missing NRW product 6 data, significant height discrepancies between flood models and ground levels, unknown outgoing watercourse capacity, unviable SuDS infiltration due to soil type. Foul drainage solutions are speculative and require major off-site works. Fundamental viability remains unproven. The existing drainage systems for Nant Talwg Way were designed without any climate change uplift and with no allowance for any future development above the estate. The building of such a large estate in this location will pose a very real risk of flooding to the houses in Nant Talwg Way

Change suggested by respondent:

The flood risk management strategy is incomplete with many critical elements remaining 'to be confirmed'. The outstanding issues are significant, unresolved and represent fundamental constraints that cannot be conditioned away or resolved later. The site should therefore not be allocated within the RLDP.

Sound: No

Attachments: None

6128 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Nadia Cooper [3478]

Summary:

In order to support the role of Cardiff Airport as a strategic gateway for international connectivity the allocation of HG1 KS1 (North West Barry / Weycock Cross) needs to be removed from the RLDP. The location is on the main route to Cardiff Airport . The road is already a busy road that is often stacked up with traffic. Increasing the number of cars to the road from the proposed estate and changing the current road layout will certainly have a negative effect on the use of the airport.

Change suggested by respondent:

HG1 KS1 (North West Barry / Weycock Cross) needs to be removed from the RLDP

Sound: No

Attachments: None

6132 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Nadia Cooper [3478]

Summary:

The Preliminary Ecological Appraisal of the HG1 KS1 Land at North West Barry identifies multiple high-value receptors including ASNW, priority hedgerows, bats, dormice, badgers, otters, reptiles an red-list protected ground-nesting birds. impacts cannot be avoided or mitigated. The site cannot deliver PPW's requirement net benefit for biodiversity. Weycock Cross is already at over capacity with regards transport and air quality. The RLDP transport evidence is incomplete and based on limited data. It omits an Air Quality Assessment entirely. The site would generate significant car-dependent growth and site-related congestion and pollution contrary to PPW and the Well-Being Act

Change suggested by respondent:

The HG1 KS1 Land at North West Barry should be removed from the Plan

Sound: No

Attachments: None

6137 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Nadia Cooper [3478]

Summary:

I object to the allocation of HG1 KS1 on the grounds that the site is unsound, unjustified and undeliverable. The Council's own supporting evidence, together with the developers technical reports, demonstrates that the site fails key tests relating to transport, drainage, biodiversity, green wedge protection, landscape character, heritage and community infrastructure. Flooding is a real concern for those in Nant Talwg Way.
The allocation conflicts with PPW, TAN guidance, the Well-Being Act and the Council's own evidence base.

Change suggested by respondent:

The site is not sustainable, not deliverable and should be removed from the RLDP

Sound: No

Attachments: None

6152 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The site is in Flood Zone 1 but faces significant flood risks, with unreliable flood mapping and large discrepancies in ground levels. The drainage system's capacity, including the watercourse and culverts, is untested, and infiltration is unlikely due to soil conditions. External runoff from farmland adds to the overall complexity. Foul drainage solutions are unconfirmed and depend on external infrastructure work. Critical data, such as capacity assessments and flood hazard details, are missing. These unresolved issues mean the site should not be allocated until fundamental drainage and flood risk concerns are addressed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6156 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Building at Weycock Cross will have a negative impact on all residents in Barry. The infrastructure can't handle the current traffic load. With all of the additional building planned on the road, it will cause major issues, particularly for vehicles trying to enter and exit Barry.

Change suggested by respondent:

Don't build at Weycock Cross. And if the further building goes ahead in Rhoose there needs to be substantial changes to the road network from Cardiff airport.

Sound: No

Attachments: None

6157 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

KS1 should be removed from the plan

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6158 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

You are planning on building on green land that is farmed. Never mind all of the wildlife in the area backing on to Porthkerry Country Park.

It will have a negative impact on tourism in the area as there is guaranteed to be traffic issues which will put off potential visitors. As well as the impact on travellers trying to access the airport.

Also, it will have a negative impact on pollution as every person that lives there will need to drive, it is out of the way from all of the main transport hubs.

Change suggested by respondent:

Don’t build at Weycock Cross.

Sound: No

Attachments: None

6159 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Aside from glowing objectives and the verbosity of the Green infrastructure plan, in regard to the HG1 KS1 site, I still fail to see how building across 6 fields of long-standing and well-used farmland, outside the boundaries of Barry, corrupting the long-standing open Green wedge vistas (paradoxically defended and upheld by Planning in 1990s and 2015) with high density housing, intensifying already gridlocked traffic issues on Port Road (up to Weycock roundabout) and thus increasing pollution and noise levels for residents, is either enhancing place-making well-being objectives or facilitating the environment. It seems to be doing the precise opposite.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6160 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The Plan aims for a 'more resilient and greener Vale', responding to 'climate and nature emergencies'; and creating a 'more active and healthier Vale'. YET, in NW Barry KS1, building over well-used farmland with concrete; destroying wild life corridors; intensifying light and noise pollution, derisory local public transport (forcing car usage), utterly unrealistic speculations concerning people walking up and down steep hills to stations, GP services or shops etc; in reality forcing hundreds more cars onto road pinch-points like Weycock Cross roundabout. None of the above Vale planning aims make ANY sense in this light. It is just empty rhetoric.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6161 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

The RLDP aims below would be laudable if they were true. Just in relation to the HG1 KS1 site: building over ancient farmland outside of Barry's historic boundaries; forcing people into cars due to derisory public transport; creating greater intensities of traffic on already over-congested roads, increasing pollution, engaging in empty verbosity about walking and cycling; engaging in an obfuscation exercise - entitled 'consultation'. Consultation here is a misnomer. Residents have been given minimal chances to comment on an overlong, ill-organized and confusing RLDP website. We have consequently been swamped with thousands of pages of preemptive refutations to local worries.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6163 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

We are not in a suburb of Cardiff. It feels like to residents of Barry that houses keep getting built in Barry as it the easiest option, without taking into account the opinions of the residents. With a massive influx of people to Barry, but the infrastructure and amenities not increasing to match.

Change suggested by respondent:

Don’t build at Weycock Cross.

Sound: No

Attachments: None

6164 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Why does all new developments have to happen in Barry? There are many other towns in the area that would benefit from new housing. Where are the opportunities for employment?

Change suggested by respondent:

Don’t build at Weycock Cross.

Sound: No

Attachments: None

6172 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Sandra Toker [1575]

Summary:

Traffic is already a nightmare what provision would be made to improve access to Barry which already awful at peak times from the rural vale

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6176 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Why are you planning to build on farm land that is still used that directly backs onto Porthkerry Country Park, that has just been awarded National Forestry status, but will not be further polluted with fumes from cars, potential pollution from sewerage.

Change suggested by respondent:

Don’t build at Weycock Cross.

Sound: No

Attachments: None

6179 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Victoria Tipples [2547]

Summary:

Just to reiterate what I have already said:
- the infrastructure of the area can't handle the current traffic of the area.
- schools in the area are already at full capacity and having to turn away pupils within the catchment area.
- local surgeries are full
- every person on the estate will need a car to travel anywhere adding to the traffic and pollution
- it would mean building on working farm land?
- where is the run off water going to go?
- building next to Porthkerry Country Park, just received National Forestry status, potential pollution.

Change suggested by respondent:

Don't build at Weycock Cross.

Sound: No

Attachments: None

6180 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

I have nothing against the outlined strategic aims. However, with regard to the "lived-reality" of the HG1 KS1 site, the various RDLP documents bear little to no relation to the empirical facts on the ground. Vale Planning appear to subsist in a different reality. Thus destruction of a long-standing Green wedge (which in 2014/15 they had defended), destroying well-used ancient farmland at a time increasing food uncertainty and climate crisis, intensifying traffic gridlock, increasing noise and pollution levels, fantasizing about non-existent transport infrastructure and imagining a population walking or cycling everywhere (miles from existing services). None of this inspires confidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6181 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Sustainable housing growth is required, but the HG1 KS1 site is not a good place for it. Destruction of a historical Green wedge (defended by former planners in the 1990s and 2015), which essentially tried to stop urban coalescence and sprawl towards Rhoose, increasing traffic gridlock at a well-established pinchpoint (at Weycock roundabout) and offering utterly inadequate face-saving mitigations, increasing pollution and noise for residents, destroying a long-standing open-vista of landscape, building over well-used farmland. HS1 KS1 is simply not the right place for such a dense housing development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6182 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

I can see the logic of Wales Transport Strategy 'to reduce the need to travel and the dependency on private cars' and that 'settlements must be sustainable and in the right locations', however I would see this is a clinching argument "against" the HG1 KS1 site. The lack of public transport, the total impracticality of walking and cycling to major amenities and services within Barry, the steadily increasing density of existing and future traffic, the building over of usable farmland, outside the historic limits of Barry, urban sprawl towards Rhoose. All this militates against the NW Barry site

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6183 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

Re HG1 KS1 site: it is excellent to have a station at Barry, but the NW Barry site is, once again, totally impractical for regular access without a car. Busy commuters, families with young children, older people will NOT walk or cycle to the station and there is NO easily accessible public transport to the station (and never has been since we moved here in 2015). Cars will inevitably be used for park and ride at the station. Walking or cycling to the station will be the exception, not the rule. To think otherwise is disingenuous.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6213 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Carla Vincent-Newson [3495]

Summary:

I don't agree with any part of this plan and don't believe these concerns have been addressed in the RLDP documentation.

Change suggested by respondent:

They need to remove Weycock cross from the RLDP plan.

Sound: No

Attachments: None

6219 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Claire Loxton [3004]

Summary:

To build so many houses on this stretch of road will hugely increase traffic and emissions. I travel from St Athan to Cardiff for work by car and if I'm not out of the house and by this junction by 7am you're at in traffic, tailing all the way back to the roundabout towards the airport. We just can not cope with adding over 1500 houses between St Athan and here. Safety and safety wellbeing must come first!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6237 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jason Vincent-Newson [3418]

Summary:

I find that the vision prioritises future residents over existing communities, with no detailed commitments on buffers, open space, or environmental impacts. Transport assessments are inadequate, and air quality and active travel provisions are non-compliant. Heritage assessment fails to meet standards, lacking analysis of impacts on local assets. Community infrastructure and education capacity are already strained, with no clear mitigation plans. The Green Wedge is misrepresented, threatening landscape and biodiversity, including protected habitats and species. Flood risk and drainage issues remain unresolved, raising doubts about the development's viability and deliverability.

Change suggested by respondent:

The plan is simply unsuitable for the proposed location.

Sound: No

Attachments: None

6260 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Councillor Gillian Bruce [1018]

Summary:

I object to the Weycock Cross Site HG1 KS1 proposal due to its significant impact on Rhoose Ward residents. Increased traffic from Vale College and the housing development would worsen congestion, and funding for a new layout is unavailable. Welsh Water states sewer capacity is at capacity, risking further pollution. The site supports protected wildlife and habitats. Infrastructure is limited, with elderly residents unable to safely access facilities. Local health services and schools are already at capacity. Building on green wedges is generally restricted to prevent urban sprawl and preserve the area's character.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3jn

6261 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Councillor William Hennessy [1031]

Summary:

I disagree with the HGI-KSI Wey Cross site proposal because it is poorly located, ignoring increased traffic, drainage, sewage issues, and lack of infrastructure such as healthcare and active travel options. Local residents' views have not been considered. The plan claims a 15-minute walk to the train station, which is unrealistic for the elderly or disabled, and there are no buses on Pontypridd Road. Additionally, the development could harm local wildlife, destroying habitats for otters, bats, birds, and other animals.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ks

6287 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mauren Gardner [3522]

Summary:

Will cause too much extra traffic and will put people off using Cardiff airport. Will destroy the countryside and effect the wildlife. Schools, doctors and dentists are already at capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3522 Gardner Barry (6287)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tfs

6294 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Jonathan Lambert [3226]

Summary:

I object to the Land at North West Barry site due to traffic concerns, supported by transport assessments indicating severe congestion and environmental impact from increased vehicles. The natural habitat, including protected badger setts, would be irrevocably harmed, and the site's proximity to a SSSI raises concerns about damaging this protected area and green wedge removed that is used for agriculture. There is no provision for increased amenities like schools or healthcare. I believe brownfield sites should be prioritised over green spaces and that this site should be removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tfw

6310 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Leanne Drew [3534]

Summary:

Doctors, schools and facilities are all at capacity. Traffic is gridlocked already in rush hours and in general pollution will increase. Traffic to airport will be disrupted, lack of incentive to use it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3534 Drew Barry (6310)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tgc

6314 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Jodie Davies [3537]

Summary:

Impacts traffic in the area. Impacts access to public services. Parking capacity in the surrounding area not sufficient for the facilities-those visiting will end up busing it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3537 J Davies Barry (6314)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tgx

6319 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Kay Perrett [3540]

Summary:

I object strongly to this planning application

1. The roundabout at Weycock Cross is already at full capacity most of the day Worse at early morning and evenings causing gridlock back onto Pontypridd Road. If on foot in this area it's becoming impossible to cross the road.

2. Public Transport in this area is a joke

3. This development will have such an impact on us residents in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tgq

6329 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Bruce Perrett [3545]

Summary:

I object to the RLDP version for many reasons, but mainly traffic and safety. What are you doing, its our lovely town.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/thf

6341 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Margaret Anderson [3546]

Summary:

Increasing traffic from the proposed Weycock Cross site would worsen congestion, causing chaos especially at rush hour and school times. Rhoose and surrounding areas already face issues like roadworks, potholes, and delays from Barry Docks Link Road. Our schools are overcrowded, and healthcare services are strained. Transport links are poor and no one is going to walk down to the train station and so will drive. Further development would reduce green spaces and habitats. This area needs to be preserved so leave Weycock Cross alone.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/thp

6344 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Deborah Hamer [2594]

Summary:

This is the second form I have filled out, why my first form could not be transferred? because you have moved the goal posts!

1. No school facilities
2. No train services it is a good 50 mins walk to the nearest train station.
3. Bus service!!!
4. Nearly 400 houses, as most house are a two car family that another 800 cars on the road.
5. Every day I look outside onto the main road, to see cars queuing outside, over the weekends, as well as peak travelling times.
6. The last couple of housing developments had major problems with extensive infrastructure, leading to sewage flowing into the park and peoples houses on the docks.
7. No retail outlets near, etc food etc essentials.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2594 Hamer Barry (6344)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tx5

6347 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Nicholas Anderson [3549]

Summary:

I believe the Weycock Cross roundabout is already difficult to navigate and is a key route into Barry and Cardiff. The area has limited public transport, making car use essential for residents. Airport traffic and hospital traffic also have to negotiate the traffic. Local healthcare services and schools are already under pressure. Developing on the green wedge site is unsettling and drainage runoff from new homes and roads would cause severe flooding downhill. I oppose the plan as it fails to address current problems and would significantly harm the well-being of Vale residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rg

6350 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Judith Bird [2600]

Summary:

No correct infrastructure. Port Rd already over congested.
Lack of dtrs appointments. Not enough English schools within walking distance, Site will increase reliance on car usage.

What happened to the 'Green Wedge between Rhoose and Barry?

Insufficient consideration given to existing residents

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/txw

6352 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Valerie Lyndon [2511]

Summary:

I was unaware of the Deposit RLDP and have struggled with changes due to being computer illiterate. I attended a consultation event, but felt frustrated as issues raised were not properly recorded, and the response to traffic concerns was inadequate. We have no useful bus service at this end of the road and the older population cannot walk. There is a shortage of doctors and have to visit other GP's. The RLDP insufficiently plans for future needs and will negatively impact local residents. The proposed housing development could house over 750 people, straining healthcare and education services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/txx

6355 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Sheila Crow [3556]

Summary:

I oppose the proposed development at Weycock Cross, as it does not address current or forecasted traffic issues, and will worsen congestion affecting access to the airport. There are no buses to use the bus stops so the plan does nothing to change reliance on private cars. The plan does not improve public transport or health services, which are already strained. Additionally, the development conflicts with previous Green Wedge protections, why has this suddenly changed? and does nothing to improve residents health, safety, and community well-being. No way does the RLDP satisfy this criteria.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/txq

6357 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Ceri Morgan [3557]

Summary:

1. This development would reduce the openness of the countryside and harm the Green Wedge that currently separates Barry, Rhoose and St Athan. This loss of open land would damage landscape character and local amenity, and increase pressure for the settlements to merge. Consequently, the proposal is inconsistent with the the Green Wedge background paper supporting the Vale of Glamorgan Local Development Plan 2011 - 2026.
2. This development would add heavy traffic to the already congested A4226, slowing access to Cardiff Airport and the A48/M4. Recent accidents on Five Mile Lane already cause hours of gridlock, and up to 360 new homes would significantly worsen this. The scheme lacks adequate mitigation and would increase delays at Colcot and Wenvoe roundabouts. With four secondary schools nearby generating peak-time traffic, the extra vehicles would place unsustainable pressure on local roads and intensify existing congestion.
3. The position of the proposed site entrance ail to provide safe visibility for drivers and pedestrians. This could lead to queuing and conflict with through traffic, especially during busy periods.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tjs

6361 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Steve Thorne [697]

Summary:

I am fully aware that the existing infrastructure is overloaded and totally unable to accommodate more development, traffic, foul water disposal and so on .
The above points were the fundamental and basic reasons why planning in 2010 was refused (when only 200 houses were proposed).
Since then numerous housing developments in the west of the Vale of Glamorgan have been completed putting increased pressure on roads, schools, health care and centres, drainage disposal (foul, storm and highway) and other statutory services.
The Nant Talwg watercourse is continuously being subjected to “emergency” sewage overflow situations - the foul system and pumping station cannot handle the current increased volumes.
The current infrastructure was not designed for today’s requirements - it is outdated and unable to cope with increased traffic volumes and loadings from the additional developments .

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tj3

6370 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stuart Thompson [3559]

Summary:

Traffic capacity at Weycock is at 100% at peak times with no room for improvement. The route is the main access for airport traffic and emergency services that will be delayed. There will be a huge impact on health, schools and infrastructure. The development would also result in loss of habitats, breeding grounds and green wedge and increase water runoff overwhelming drainage into Millwood and causing flooding. It will increase pollution of streams in Porthkerry and outflow into the sea. the proposed mitigation will do nothing. The site ahs previously been refused and the situation ha sonly got worse.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tjh

6394 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Petition: 272 petitioners

Summary:

E-Petition hosted on Participate Vale - 272 signatures
Petition Title - Stop the Building of Houses at Weycock Cross Stop building on the green wedge. Stop Weycock Gridlock
Petition Summary - What you would like us to do - Remove the proposed development at Weycock Cross in Barry from the RLDP

Change suggested by respondent:

Remove the proposed development at Weycock Cross in Barry from the RLDP

Sound: Not specified

Attachments:

E-petition (Redacted) - https://valeofglamorgan.oc2.uk/a/4sq

6398 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Darryn Cross [2549]

Petition: 217 petitioners

Summary:

Paper petition - 217 signatures
"Help Stop" Weycock Gridlock 376 Houses to be built right here on the Green Wedge

Change suggested by respondent:

Remove the proposed development at Weycock Cross in Barry from the RLDP

Sound: Not specified

Attachments:

Paper petition redacted - https://valeofglamorgan.oc2.uk/a/tkf

6412 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Jennifer Thorne [3573]

Summary:

Traffic congestion even with a change in road configuration, the volume of traffic will increase. Planners need to experience the congestion and the frustration like this causes. Building yet again on a greenfield site. Impact on farming, wildlife, trees and greenfield. Massive impacts on the environment. Impact on schools, Doctors, Dentists etc.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rh

6419 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Sarah John [3579]

Summary:

HG1 - KS1 Land at North West Barry:
Anyone currently travelling from Rhoose to Barry is aware of the current chaos as traffic fights to get through the Weycock Cross roundabout. A journey which should normally take no more than 10 minutes takes 40 minutes due purely to the volume of traffic. To add to this traffic would be cause even further delays, which once in place cannot be resolved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nz

6421 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Anthony John [3580]

Summary:

HG1 - KS1 Land at North West Barry

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nm

6425 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Kyle John [3582]

Summary:

HG1 - KS1 Land at North West Barry:
The proposal to build 400 new homes at Weycock Cross is an ill-conceved and hasty decision on behalf of the council. The journey from Rhoose to Weycock cross should take 10 minutes, however it is currently taking 40 minutes. This is without 400 new people, and potentially 800 new cars travelling at the same time. The journey would become totally unbearable, and at present there are no ideas or feedback to suggest how this problem could be helped. With Weycock cross being one of the only ways to get to the 5 mile lane, a main road which links to the M4, this will continue to be a large cause for concern.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ny

6453 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Steve Thorne [697]

Summary:

The existing infrastructure has reached over capacity.
The existing infrastructure was designed many decades ago and is now not fit for purpose.
The highways, drainage (foul, storm, and highway), schools, health centres, statutory services are currently under great pressure due to uncontrollable growth, reduced spending and investment and total lack of foresight.
Proposed planning applications in 2010 (200 houses) was strongly opposed and rejected due to the above issues (this current proposal involves 400 homes)
Since 2010 the west end of Vale of Glamorgan has witnessed large housing/business developments increasing strain on infrastructure. Indicating that non approval in 2010 was correct).
Other serious concerns-loss of green wedge, agricultural land, loss of environment, ecology, wildlife, countryside access/walks-overall effect on "rural" Vale of Glamorgan.
Planners/Councillors need to listen to local people who are fully aware of the of the above problems on a daily basis-and not rely on computer "modelling" from afar using inaccurate facts and figures.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sw

6462 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Nicholas and Elizabeth Martin [3592]

Summary:

Strongly object to the plan for housing at Weycock Cross. Port Road already congested. Local facilities already fully subscribed. Remarks such as "within easy walking / cycling distance of station" grossly misleading. This needs a complete rethink.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tmm

6464 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Christopher Edwards [2619]

Summary:

I oppose the development of around 380 homes near Weycock Cross, citing concerns about increased traffic congestion on the A4226, which already suffers during peak times and airport travel periods. I highlight that previous assessments in 2014 identified traffic flow issues that remain unresolved. Additional pedestrian crossings, drainage capacity, environmental impacts on wildlife, and the critical access to Cardiff Airport are also concerns. I believe the development would harm the area's infrastructure, environment, and access to the airport and request the Council to refuse the planning application.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2619 Edwards Barry (6464)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tmp

6470 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Cathryn Ferris [2583]

Summary:

Housing will cause increased congestion around Weycock Cross and the surrounding roads. The traffic is already backed up at peak times and this will increase with traffic from additional housing.

There will be an increase in need for GP, dentist and school places and these are currently facing capacity issues. Waiting times for doctor and dentist appointments are lengthy and will be further affected by the planned housing.

It appears that any available green or spare space is being built on, without consideration for wildlife and the detrimental impact on the environment these homes will have. There are already significant fields being built on and used around Barry for solar farms. Whilst this may be preferable to power stations or wind farms, it is still utilising green spaces and creating hostile environment for local wildlife.

The road surfaces in the Vale are atrocious and lack real investment in improving their condition on a long term basis. Increased traffic will cause further damage to an already unsuitable infrastructure. I note from the plans that the developers of the sites will be responsible for infrastructure changes around Weycock Cross to improve traffic flow, however given the lack of willingness to implement promises after building works were completed at the Waterfront development, this seems extremely unlikely to materialise and does not inspire confidence in their ability to pay other than lip service e.g. a low cost option such as another junction and set of traffic lights which will only exacerbate the traffic flow issues.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yc

6471 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Gerwyn Davies [3597]

Summary:

Completely disagree due to infrastructure will not be able to cope with amount of increased traffic. Even recently with temporary traffic lights in place - where proposed new builds will be - could not cope with current level of traffic, let alone with proposed number of new households

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yd

6476 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Rowena Hughes [3600]

Summary:

I would like to voice my objection to the proposed development at Weycock Cross for the following reasons.

Road already congested with current amount of traffic, this not including the proposed 6000 daily movements suggested by the business park at Cardiff airport or the proposed developments at Rhoose and St Athan .

Proposed traffic lights to enter and exit the site will cause more traffic build up to an already dangerous roundabout.

If there was to be a major incident at Cardiff Airport, Emergency Services would be held up or not get through at all.

Destruction of a greenfield site / valuable Farm Land for building purposes.
Also loss of habitats for our wildlife
We owe it to future generations to safeguard our beautiful countryside, that we have been fortunate to grow up with

Lack of drainage facilities, current rainwater seeps into the land, if the development goes ahead this will not happen due to concrete and tarmac surfaces, where will run off go?

Overloading of existing sewage system which will increase raw sewage being deposited into what once was a beautiful coastline, which has now turned into an open cesspit and is a danger to life.

I'm sure there are brown field sites that can be utilised, in a much safer and suitable position

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ym

6483 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Michael Goode [2548]

Summary:

I would like to submit my objections to the development of 376 houses at Weycock Cross in Barry!

Traffic
As someone who lives nearby on Colcot Road, we are daily facing congestion, traffic jams & poor air quality from more & more cars, lorries & commercial vehicles!

Increasing numbers of cars travelling along Port Road, and then down to the roundabout to Weycock Cross for Cardiff Airport, Llantwit Major & Rhoose, will only get worse with the addition of a large housing estate on this junction.

Drainage & Flooding
This site is prone to flooding, especially after heavy rain, which eventually runs down to Porthkerry Park.
The addition of large ponds will not be enough to contain the runoff, and these will need to be monitored & drained on a regular basis.

Green Wedge
These fields allow for a green wedge between Barry and Rhoose which is currently being developed in various places, including a new campus for Cardiff & Vale College at the Airport.

Services / Infrastructure
As a Barry resident, we are all struggling to access doctors, dentists & schools, and as a family of four we have all waited 12 years for a NHS dentist in Barry. I know that they have waiting to get into year 7 at Whitmore High School.

Biodiversity
With the removal of another green space, will mean that dormice, badgers, bats and otters will disappear from this location, which we are meant to protect & enhance.

Conclusion
I'm disappointed that this site was seen as an alternative site for 376 houses, that are in the wrong place, will cause more traffic congestion, pollution & poor air quality!

The Vale's LDP is not sustainable, unpopular and makes a mockery of the democratic process, that is biased against local residents, who actually live the areas affected!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pr

6485 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Emily Marchant [3498]

Summary:

RLDP consultations-HG1 KS1-Land at North West Barry.

I object to the allocation of HG1 KS1 (North West Barry/Weycock Cross) on the grounds that the site is unsound, unjustified, and undeliverable.

The councils own supporting evidence, together with the developers technical reports, demonstrates that the site fails key tests relating to transport, drainage, community infrastructure.

Transport & Air Quality.
Weycock Cross is already over capacity. The RLDP transport evidence is incomplete, based on limited data and omits and air quality assessment entirely. Active travel and public transport options are weak, indirect or impractical. The site would generate significant car-dependant growth and site related congestion and pollution contrary to PPW and the Well-being Act.

Community Infrastructure.
The RLDP provides no deliverable strategy for GP capacity, social care, education or community facilities. The Council's own Health Impact Assessments warn of negative health outcomes if development proceeds without infrastructure in place. Vague assurances of off site financial contributions have no real bearing on strategic infrastructure provision.

Drainage.
The culvert size running under the whole Nant Talwg is not identified and is already backing up during heavy rainfall. Despite all the mitigation measures, the building of such a large estate in this location is inevitably going to pose a very real risk of flooding to the houses in Nant Talwg Way. Attenuation ponds can cease to prevent discharge when prolonged rainfall or very intense rainfall occurs. These events are now more likely in future

Change suggested by respondent:

The site is not sustainable, not deliverable and should be removed from the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3p3

6489 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Ms Josie Vincent-Newson [3606]

Summary:

I object to the HG1 KS1 site at North West Barry, citing its failure to meet sustainability, deliverability, and policy standards. Key concerns include landscape, Green Wedge protection, biodiversity, drainage, transport, heritage, and community infrastructure issues that remain unresolved and unmitigated. The site's ecological value, flood risks, lack of infrastructure, and poor transport connectivity make it unsuitable for development. The Heritage Assessment is inadequate, and overall, the site conflicts with planning policies and acts. I advocate for its removal from the RLDP.

Change suggested by respondent:

remove site

Sound: Yes

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pc

6490 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Charlie Daulton [3607]

Summary:

I object to the HG1 KS1 land allocation at North West Barry/Weycock Cross, arguing it is unsound, unjustified, and undeliverable. The site fails to meet sustainability, deliverability, and policy criteria due to unresolved infrastructure, transport, drainage, biodiversity, Green Wedge, landscape, and heritage issues. The development risks adverse health impacts, increased congestion, flooding, and ecological harm. The Green Wedge's importance and landscape value are misinterpreted, and the site cannot provide the necessary ecological or community benefits, making the allocation fundamentally flawed.

Change suggested by respondent:

remove site

Sound: Yes

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pw

6491 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr and Mrs Martin & Pauline Griffiths [2673]

Summary:

Homes yes- but not like this and on this site.
The 2014 assessments conclusion development. At this locations would be detrimental to the capacity and free flow of the traffic, nothing has changed except that today the traffic is much heavier and already experiences significant congestion, especially during peak times. This route is the main road to Rhoose, St Athan and Cardiff Airport. Additional Zebra crossing/traffic lights needed for pedestrian safety will further add to queuing or delays. Will add to pollution. Risk of sewage entering the Millwood stream. Which is often close to flooding. The proposed ponds may have limited capacity. They may be effective on sandy soil. But here we have clay soil so not very effective for drainage. This site is not close to amenities walking to co-op and Tesco is not feasible when carrying shopping small children, and older people. I defy anyone but the young and superfit to walk from the nearest train station. The lowest point in Barry to the highest up very steep hills. Doctors surgery, dentists, schools are not within walking distance and are full. I urge you to put the people first and not £££££.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2673 Griffins Barry (6491)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ty6

6494 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Denise Harris [2630]

Summary:

I object to the allocation of site HG1/KS1 due to its failure to meet planning policies and placemaking principles. It presents significant flood risks, inadequate infrastructure, poor transport links, and negative environmental impacts, including Green Wedge loss. Public opposition was substantial, yet the site was approved by a narrow vote. The development would threaten community safety, increase congestion, and lack community support. I urge the Council to reconsider and select alternative sites better aligned with sustainable, strategic, and local needs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Video Submission- - https://valeofglamorgan.oc2.uk/a/tyv
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3px

6495 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Ann M. Stone [2672]

Summary:

This is just yet another application to build on this prime agricultural land. It was rejected in 2013 and the same reasons apply! In fact the traffic here at Waycock cross in now so bad that there will be complete gridlock from any more cars! We residents do not want or need any more houses. The wildlife will be effected (we regularly see foxes, bats, woodpeckers etc.) any future applications will be rigorously opposed by all residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2672 Stone Barry (6495)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tyd

6500 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Michelle Edwards [2620]

Summary:

I wish to object to the proposed development of approximately 380 homes on land adjacent to the A4226. My concerns are as follows:

1. Traffic and Road safety

The A4226 is a key route to Cardiff airport and the town centre, already congested at peak times. Additional traffic from 380 homes would worsen delays, reduce reliability and increase accident risk. New pedestrians crossing, while necessary would further interrupt traffic flow.

2. Strategic Access and Unsustainable Location

This route provides essential access to Cardiff access to Cardiff Airport. Increased congestion could effect passengers, staff and businesses. The site's location is likely to result in high car dependency, conflicting with sustainable transport principles in Planning Policy Wales.

3. Infrastructure and Environment

Existing drainage and sewage systems may not cope, risking overflows to the Millwood stream. The site supports protected species including bats and the development would cause habitat loss contrary to the biodiversity duty under the Envriomental (Wales) Act 2016.

4. Green Wedge and premature development

I object to the inclusion of this site within the green wedge in the RLDP. Green Wedges protect the open character of the countryside to prevent urban sprawl, and maintain separation between settlements. Development here would undermine these objectives. Combined with the local development plan still being under review, the proposal is premature and would result in permanent loss of greenfield land.

Conclusion: For these reasons, traffic, road safety, infrastructure pressures, environmental harm, unsustainable location, and loss of green wedge land- I ask that the council gives full weight to these concerns and refuses this application.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2620 Edwards Barry (6500)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tyj

6503 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Vicky Jewell [3610]

Summary:

4. The term "unit" is undefined in the documents. Does it refer to an entire block of flats/apartments or a single flat within a block? Clarification is needed on the number of units/blocks and flats/apartments per block planned for the Weycock Cross, Barry and other sites.
5. The RLDP specifies a minimum of 30% affordable housing for the proposed Weycock Cross, Barry site which is substantial. However, the maximum percentage is not stated. What is the proposed maximum amount?
6. How much of the affordable housing will be acquired by the council or private entities and converted into social housing?
7. Regarding social housing occupancy - with VOG Council being a "county of sanctuary" and the Government's "Operation Scatter" initiative, how many individuals with illegal or uncertain immigration status or with indefinite leave to remain, will reside in Weycock Cross, Barry? This could significantly impact the area's culture.
8. How many Houses of Multiple Occupancy (HMOs) will be established at Weycock Cross, Barry? What is the maximum number of occupants per HMO? This also relates back to point 7.
9. Traffic congestion is already a significant issue around Weycock Cross, Barry. Additional housing developments at Weycock Cross, Barry and surrounding areas (e.g. Rhoose, Llantwit Major, St Athan, etc.) will exacerbate this, increasing air pollution and affecting access to Cardiff Airport and access for emergency services.
10. Flooding is a serious concern. Areas like Porthkerry Park and the Millwood already experience significant flooding, which development at Weycock Cross would worsen, to potentially catastrophic levels.
11. Illegal sewage dumping is likely to increase with new developments, compounding environmental and health issues.
12. The loss of green spaces and wildlife habitats is troubling, especially given the ongoing ash dieback affecting Porthkerry Park and surrounding areas. Traffic has also resulted in otter fatalities.
13. According to the Council's report, there are insufficient primary school places to accommodate new housing developments.
14. Health and well-being facilities, such as GP surgeries, are inadequate to support additional residents, as noted in the Council's report.
15. Public transport is insufficient. The nearest train station, Barry, is a considerable distance away and requires an uphill walk. Bus services are infrequent, making car travel necessary. Walking to and from the town center is impractical.
16. Concerns exist regarding the use of Persimmon for this development. What guarantees will the Council put in place to ensure compliance with fire regulation and infrastructure commitments and past issues at White Farm and Barry Waterfront won't be repeated?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyz

6505 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Stacey Anastasi [3611]

Summary:

The proposed development (HG1 KS1 - Land at North West Barry) will put add significant pressure on the following areas: Congestion on Port Rd and Pontrypridd Roads will most certainly worsen. We believe emergency access will be more of an issues without considering additional exists routes. The existing pressure on services is not currently being met, and additional housing will inevitably add pressure to the already inadequate service provision (health, schools and infrastructure). The development does not meet the deliverable social infrastructure how will policy be implemented and met without this provision in the first instance. The proposal states the development is suited to older single persons, however the development proposed does not meet that need. There is an obvious oversight on this point. Mention of the green wedge lands with impacts to wildlife, has incorectly assumed (DNP2) as well as skylark activity (SP19) has not been taken into consideration. It is my opinion that the impact on the envrioment will be detrimental and irreversible. Not to mention the pollution (CC6).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3611 Anastasi Barry (6505)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/typ

6508 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Hazel Brown [3613]

Summary:

The development proposed off Port Road West near Weycock Cross would only exacerbate the horrendous traffic congestion which exists now for residents on Pontrypridd Road and nearby streets. Tailbacks up the new five mile road, on port road coming from the direction of Rhoose and from the Colcot road roundabout and on Pontrypridd road itself are long, particularly at rush hours and when schools finish for the day as it is. Putting such a large development at Weycock Cross will only make the situation worse. Sometimes even away from rush hours the sheer volume on traffic causes large queues to circum navigate the roundabout and if the road traffic collision any where in the area leading to the roundabout the results congestion and tailback can affect the whole of Barry as it has on occasions due to the roadworks. Access from the new developments onto the busy Port Road West will be problematic and traffic lights or a further roundabout will cause further chaotic traffic congestion. As it is air quality is poor in the area with consequences on residents health particular people with asthma, COPD and heart disease. Most houses will have 2 cars I anticipate, further increasing pollution for residents. Also the developments are at least 1/2 hr walking distance from the rail station. Local schools are also fully subscribed now. Romilly school would be a good 20 min walk away for fit adults let alone children and parents pushing prams. In conclusion these developments are in the wrong place and too the detriment of the physical and mental health of the local population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3613 Brown Barry (6508)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tpt

6511 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Jessica Bacheron [3615]

Summary:

1. Traffic and congestion on Port Rd and Pontypridd road will worsen. This already a highly congested area. Especially on the school run both AM+PM. This will impact emergency access. The nearest train station is about a 30 minute walk.
2. Pressure on services
Pressure on health, schools and infrastructure. GP Dental and schools are already at or even over capacity, with waiting lists in place additional housing will exacerbate this.
3. Environmental protection objectives and represents a significant and unmitigated environmental harm. Once lost, the ecological and landscape function of this green wedge land cannot be recreated. CC6-increasing frequent pollution alerts on our local beaches will worsen with development in this area.
Summary: Harm to transport and emergency access risk harm to social infrastructure both health and schools. Harm to environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3615 Bacharon Barry (6511)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tp4

6515 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

I believe the proposed traffic mitigation measures will not reduce the increased congestion caused by 700-900 new cars, worsening existing gridlock and affecting emergency services and residents. The lack of public transport and walkability means residents will drive everywhere, straining health, education, and local amenities already under pressure. The development's flooding, drainage, and foul water issues will worsen, especially as the site is on a designated Green Wedge, which will be destroyed, harming biodiversity and wildlife habitats. I oppose the housing development and advocate preserving green space for environmental and community well-being.

Change suggested by respondent:

For all these reasons, the KS1 housing development should be removed from the plan.

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rx

6516 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Wendy Walker [3618]

Summary:

Object

Change suggested by respondent:

-

Sound: No

Attachments:

3618 Walker Barry (6516)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tpc

6519 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Professor Andrew Vincent [920]

Summary:

I believe the Weycock Cross KS1 site is unsuitable for housing due to traffic congestion, as it already faces capacity issues and proposed improvements are inadequate. Traffic data collection methods are questionable, and alternative travel options like walking and buses are impractical. The site would worsen pollution and strain local healthcare services. Additionally, the loss of the Green wedge, vital for wildlife, drainage, and preventing urban sprawl, is concerning. I also note that KS1's inclusion in the RLDP was narrowly approved under questionable democratic processes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

920 A Vincent Barry_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tpx

6520 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Eurig Jenkins [3619]

Summary:

I object to the plan to build 250 new homes on Cardiff Road, Dinas Powys

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3619 Jenkins Dinas (6520)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tpk

6522 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Veronica Govier [3621]

Summary:

Main concern traffic congestion. Poor transport. Pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3621 Govier Barry (6522)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tpq

6524 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Nadeem Ismail [3622]

Summary:

Object. Too much traffic. Sewage issues/drainage problems. Bad pollution. Will not be safe. Children in danger. Parking issues for locals. No bus or trains link. This area will look like a ********. Greenland should be here for oxygen. Affordable housing attracts the wrong people and it puts the locals in danger. Traffic will be heavy. Parking. Sewage issues. Bad pollution. Not safe.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3622 Ismaic Barry (6524)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tqs

6526 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lydia Ismail [3623]

Summary:

Traffic is already at full capacity (Pontypridd rd and roads connecting at Weycock cross roundabout) - dangerous.
Drainage problems already-only going to get worse
Not enough road space regardless of what gets done.
Unfair on onlooking houses views-land and greenery, residents paid money for views.
Greenery/land needs to be kept for agriculture and quality of society.
Not enough public transport (trains)-buses will only add to chaos if goes ahead anyway.
Pollution is already extremely bad. I can't open our windows black dust from road accumulating currently.
Parking is an issue already.
Unsafe to make main road even busier-families and elderly children.
Affordable housing attracts wrong demographic-residents pay for a nice area and have been paying/living here for years-I don't want to live in any less of a nice area as CF62 *** is currently!
More housing isn't needed-modern times are calling for going back to growing own food and using land for this. Busiest roundabout currently-connecting to airport etc.
Ambulances ongoing continuously. Health Hazard for many of the above reasons.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3623 L Ismail (6526)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tq5

6528 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Gareth Lloyd [3624]

Summary:

Object

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3624 Lloyd Barry (6528)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tq7

6529 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Victoria Avaient [3625]

Summary:

Object

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3625 Avaient Barry (6529)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tqb

6531 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Nia Goode [3626]

Summary:

Beth fydd yr effaith ar ansawdd yr aer?

How Will air quality be affected?

- Dim cynllunio nac amserlen ar gyfer pwysau ychwanegol ar feddygon, ysgolion ayyb.
- Mae Ffordd Pontypridd yn brysur iawn yn barod fel un o'r prif ffyrdd i mewn i'r Barri ac mae'n agos at y ffordd i'r Maes Awyr. Mae'r gorsaf drên tua 30 munud i ffwrdd ac nid yw'n ffordd wastad
- Cais blaenorol tebyg yn 2013 wedi ei wrthod, felly beth sy'n wahanol y tro yma?
-Y tir yn Green Wedge Land – felly bydd unrhyw ddatblygiad yn cael effaith negyddol. Ble fydd y dŵr yn mynd, gan gofio ein bod yn cael llawer o law.
-Effaith negyddol os yw'n golygu bod llawer o bobl o'r tu allan i'r gymuned yn symud i mewn i'r ardal.
- Oes lle yn yr ysgolion cyfrwng Cymraeg am fwy o ddysgwyr?
- Oes cynllunio tymor hir wedi bod o ran cynyddu'r ddarpariaeth ar gyfer addysg Gymraeg.
- A fydd teuluoedd ifanc (lleol) yn gallu fforddio prynu'r tai, ac felly anfon eu plant i'r ysgolion lleol?

-No plans or timetable regarding additional strain on doctors, schools, etc.
- Pontypridd Road is already extremely busy as it is one of the main roads into Barry and is close to the Airport. The train station is about 30 minutes away and is not an even road.
-A similar proposal yn 2013 was rejected, so what's different this time?
- The land is Green Wedge Land, therefore any development will have a negative effect. Where will the water go, considering we have a lot of rain.
- The effect will be negative if it means a lot of people outside the community moving into the area.
- Is there room in the Welsh school for more learners?
- Has there been long term planning with regards to increasing Welsh education provision?
- Will young (Local) families be able to afford to buy these houses, and therefore send their children to the local schools?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/tqw

6540 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Christine Thompson [3628]

Summary:

Overall traffic congestion @ times, Weycock cross affects all along Port Rd and adjoining roads, making travel difficult. Emergency vehicle access will be affected. The RLDP is insufficient and contradicts itself its not suitable. This will add pressure to local services, it's already hard enough to secure a Dr's appointment. The previously refused planning attempt does not seem to be mitigated-with a lot of faith being put into the housing company. Green wedge land-should be preserved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3628 Thompson Barry (6540)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tqy

6542 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stuart Fraser [3630]

Summary:

I object to the proposed development @ Weycock Cross due to the following.
1. Increased traffic on roads which are already heavily congested. Previous study over many years indicated poor transport link to the airport and vale areas. There has been no improvement of the road from Barry to Rhoose. This congestion will be increased by this development and aggravated by additional housing in the Vale.
2. Increased delay to emergency services
3. Environmental loss of green spaces, increased water run off with the risk of pollution/flooding in Porthkerry Country Park
4. Increased pressure on local infrastructure of health care and schools

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3630 Fraser Barry (6542)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tqq

6543 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stephen Fraser [2648]

Summary:

I object to the above inclusion in the RLDP. This development has previously been confused and since this nothing has changed for the better. Traffic is worse increasing pollution for local residents. Flooding has increased and will get worse with the removal of green wedge land and hedgerows. Along with flooding will come increased pollution to the streams in the country park. Pressure on services in the Vale will increase including on schools meaning people travelling further and more congestion. Weycock Cross is the main route into the airport and the route for emergency fire/ambulance gridlock on this junction will have an adverse safety implication.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2648 S fraser Barry (6543)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3rs

6544 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs L Fraser [2641]

Summary:

As a long term resident of this area (nearly 50 years) it has become obvious to me that the volume of traffic is currently over capacity. Walking along the length of Pontypridd road and onto port road, the traffic fumes are evident and unpleasant. I am disappointed that plans, turned down, previously, have been overturned. The problems are much much worse. I note that run off from the development and roads will make its way into the nant stream and eventually into Porthkerry Park. This stream already has sewage making its way from the overworked Pumping Station, during heavy rain!! Therefore environmental impact will be compounded by excess water run off. The extreme amount of houses and buildings proposed is much bigger than the original.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2641 L fraser barry (6544)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3r3

6545 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Michael Goode [2548]

Summary:

I think the whole RLDP needs looking at again as its not helping the huge traffic congestion that is facing this town each day. The location of the proposed 376 houses at Weycock Cross in particular, needs to be taken out of the scheme. It is too close to a major roundabout and then routes to Rhoose, Llantwit Major and Cardiff Airport. It is also at the cross-section to Five Mile Lane, Port Road and Pontrypridd Road are also major roads in Barry and they all converge at this location. As a rep for surfers against sewage in the Vale of Glamorgan, I am aware of the pressures on the current sewage systems in Barry, which eventually are pumped into the sea at Barry Island. Due to climate change and an increase in rainfall, is resulting in flooding and pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2548 M Goode barry (6545)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3r5

6550 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Daisy Williams [3632]

Summary:

While the need for housing, including affordable housing is acknowledged, the scale and location of this development will place unacceptable and unsustainable pressure on existing infrastructure, public services, educational provision, healthcare services, traffic congestion and road safety risks, transport infrastructure and pollution. The development also conflicts with national environmental objectives, contributes to biodiversity loss, loss of green space and natural landscape, increases flood risk, and undermines climate commitments. The proposal fails to satisfy the requirements of Welsh planning policy and the does not demonstrate that Barry cannot absorb such a significant population increase without serious and long-lasting harm.

The modifications to junction layouts do not address the structural limitation of a road network already operating close to capacity.

Housing-led expansion without equivalent investment in social infrastructure undermines community cohesion and reduces overall quality of life.

Change suggested by respondent:

The proposal must be rejected in its current form. Any future development must demonstrate full compliance with national planning policy, provide new educational and healthcare infrastructure, deliver genuine environmental protection, and ensure that Barry's community, infrastructure, and environment are not placed under unsustainable pressure.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3rd

6552 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Beth Norman [3635]

Summary:

Causes harm to woodland- dormouse are endangered. Traffic is already bad. Not enough dentists- mine is in Swansea as I can't get one in Barry.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3635 Norman Barry (6552)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3rm

6553 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs . Farhad [3636]

Summary:

I object to the increase in Traffic

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3636 Farhad Barry (6553)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3ry

6557 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Lesley Page [3637]

Summary:

I object to allocating HG1 KS1 at Weycock Cross on grounds of unsoundness, unjustifiability, and non-deliverability. The site fails key tests in transport, drainage, biodiversity, landscape, heritage, and community infrastructure. It is over capacity, with weak public transport options, and would cause congestion and pollution. The landscape is integral to Barry's rural character. Ecological, heritage, and flood risks are unmitigated. There is no credible infrastructure plan, and the development would harm community health. The site conflicts with planning policies and should be removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3637 Page Dinas (6557)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3s4

6558 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Hannah Evans-Ford [3638]

Summary:

Object to HG1 KS1 Land at North West Barry

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3s8

6560 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Russel Page [3639]

Summary:

I oppose the allocation of HG1 KS1 near Weycock Cross, believing the site impossible to develop due to transport, drainage, biodiversity, landscape, heritage, and community infrastructure issues. Weycock Cross is already congested, and the area's poor air quality worsens with increased traffic. The site fails key tests, with inadequate public transport, significant ecological impacts, and unresolved drainage risks. The lack of infrastructure and heritage concerns further confirm the site's unsuitability. I argue it is unsound, unjustified, and should be removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3639 R page Barry (6560)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sv

6562 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Miss Julia Thompson [2631]

Summary:

My comments are specifically in relation to the Waycock Cross housing proposal. I have printed out a sheet of the key points. In summary I believe that the land in North West Barry is not a suitable location for development but I also object to errors/flaws throughout the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2631 Thompson Barry (6563)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sg

6598 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Gwynfor Parr [3649]

Summary:

I wanted to point out the increased congestion especially now with the road works and this would only get worse.
There would be a loss of privacy to existing neighbours due to new properties overlooking existing properties and the noise of development.
There is a lack of infrastructure, for example schools in the area are already full and doctors are full and have no appointment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/337

6639 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Michael Harris [2627]

Summary:

Objection

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/35t

6654 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS1 – Land at North West Barry
Protected Species – Dormice and bats are present on site. We advise that the masterplan is informed by surveys to ensure that biodiversity interests are maintained and enhanced. The site may require some areas to be retained an/or provision for habitats to support them. Dark areas and/or bespoke lighting scheme may also be required at project stage.

Protected Sites – The site is located in close proximity to Walters Farm and Barry Woodlands SSSI. As raised in our previous responses (CAS-234819-C1V3, dated: 4th October 2023 and CAS-276923-N7H6, dated 17th April 2025), we have some concerns with the potential for increased and inappropriate use of the protected sites through recreational activities.

We welcome that requirements have been detailed within HG1 KS1 under Green Infrastructure, Recreation Spaces and Biodiversity, which includes reference to emerging guidance for Suitable Alternate Natural Greenspace (SANG).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6697 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Dorian Morris [3237]

Summary:

General Concerns

The WC site was previously refused for development (2013–2016), and the original reasons for refusal—traffic, infrastructure pressure, environmental harm—remain unchanged and, in many cases, have worsened.

The proposal appears inconsistent with the Well-being of Future Generations (Wales) Act 2015, particularly regarding sustainability and long-term community well-being.

The Consultation Report appears dismissive of residents' concerns, suggesting possible predetermination and a flawed consultation process.

OBJECTION 1 – GP Surgeries

Development would add approx. 850 new residents, placing unsustainable pressure on the area's three GP surgeries.
The Council provides no evidence of new GPs recruited since 2021,consultation with local surgeries,
assessment of staffing needed to support 850 new residents, projected impact on waiting times.

GP practices in the Vale are already among the lowest funded in Wales, making recruitment challenging.
Council's response ("Comments are noted") is inadequate given its duty to ensure access to essential healthcare.

OBJECTION 2 – Dentist Capacity

Barry dentist waiting lists are already 18–24 months, with residents forced to seek treatment outside the town.
No evidence that local dentists can absorb 850 new residents.No assessment of how waiting times would increase if recruitment of new NHS dentists proves impossible.Council again fails its duty to ensure sustainable healthcare access.

OBJECTION 3 – Schools and Educational Impact

Auditor General's Report (Dec 2025) identifies a crisis in school finances:
53% of schools in deficit, worsening year-on-year.
27 schools' recovery plans deemed unrealistic or inadequate. Deficits threaten the Council's overall financial sustainability.

High schools (Whitmore, St Richard Gwyn) already face unprecedented waiting lists. No evidence that schools have been consulted,they can accommodate extra pupils,
provision for ALN/SEN needs can be met, adequate Section 106 funding would be available and risk of new residents being unable to secure local school places.

OBJECTION 4 – Wildlife and Environment (Green Wedge Land)

WC remains designated Green Wedge, meant to prevent urban sprawl and protect biodiversity.Area supports protected species (bats, dormice, badgers, hedgehogs).
NRW's concerns remain unchanged since 2023; development likely to destroy habitats.

OBJECTION 5 – Millwood Forest and Flooding

No clear assessment of development impacts on forest habitats or watercourses.

Existing problems with surface water runoff already cause forest flooding; development likely to worsen risks.
A flood consequences assessment has not been completed despite being clearly necessary.

OBJECTION 6 – Transport and Public Access

Council claims WC is within sustainable walking/cycling distance to Barry Station, but:
Route is a steep uphill climb,
No safe cycle lanes,
Realistically, residents will use cars.
Station has limited parking (124 spaces) and cannot absorb increased commuter numbers.
No evidence supporting Council's sustainability claims.

OBJECTION 7 – Sewage Network

Sewage systems at Nant Talwg Way/Millwood are already over capacity, causing foul odours and environmental risk.
Infrastructure was built with no climate change allowance and no capacity for upstream development.
Claims that upgrades can accommodate 376 new homes are misleading and ignore flooding and backflow risks.

OBJECTION 8 – Impact on Residents & Contradictions with 2015 Council Position

In 2015, Barry Town Council issued a "STRONG OBJECTION", citing unacceptable traffic congestion,harm to residents' living environment,loss of agricultural land,
flood risks, and ecological damage.

Current proposals nearly double the number of homes (376 vs 200), yet the Council now asserts impacts are manageable—contradicting its own previously commissioned evidence.Raises questions about transparency, rationality, and compliance with the Future Generations Act.

OBJECTION 9 – Emergency Services & National Security Risks

Development would worsen congestion on Port Road—the main access route to Cardiff International Airport and MOD St Athan.No evidence of risk assessments regarding emergency response times, despite RAF and US Air Force activity at the airport.
Failure to assess this risk is a potential dereliction of duty given the national security context.

Change suggested by respondent:

remove site from the plan

Sound: Not specified

Attachments:

Dorian Morris- Video 1 Submission - https://valeofglamorgan.oc2.uk/a/36s
Dorian Morris- Video 2 Submission - https://valeofglamorgan.oc2.uk/a/36t
6697-Mr Dorian Morris [3237] Submission 1 - https://valeofglamorgan.oc2.uk/a/364
6697-Mr Dorian Morris [3237] Submission 2 - https://valeofglamorgan.oc2.uk/a/365
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pk
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pz

6698 Support

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Persimmon Homes (East Wales) [1068]
Agent: Asbri Planning

Summary:

We write specifically with regard to the Key Site at 'North West Barry' (Policy SP4: KS1). As the Authority are aware, a significant amount of supporting information has been prepared in relation to the Key Site over the course of the preparation of the Replacement LDP to date – this detailed evidence has clearly demonstrated that the inclusion of 'North West Barry' as a Key Site with the Replacement Plan fully accords with the Replacement LDP strategy. Furthermore, the detailed submissions have evidenced that the site is entirely deliverable and viable.

Change suggested by respondent:

-

Sound: Yes

Attachments:

Persimmon Submission - https://valeofglamorgan.oc2.uk/a/367

6708 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Persimmon Homes (East Wales) [1068]
Agent: Asbri Planning

Summary:

Policy HG1 KS1 - Detailed Wording - Objections

As stated, although the representations provide overarching support for the Deposit Plan and the inclusion of Land at North West Barry as an allocation, a number of detailed matters are objected to in

relation to specific elements of the proposed KS1 policy wording.

It is acknowledged that the Key Site will need to be delivered in accordance with placemaking principles (as set out in Policy SP4 Placemaking and Policy PGD1 Creating Well Designed Places), and masterplanning work to date has demonstrated that the site is fully capable for compliance with both Policy SP4 and PGD1.

Comments are provided on the additional requirements which the site is anticipated to comply with as set out at Policy HG1 KS1.

The policy as currently worded is considered to be overly prescriptive with regards to the positioning of affordable units on the site. It is the case the Registered Social Landlord who is responsible for the delivery and ongoing operation/management of the affordable units is best-placed to advise upon the positioning of the affordable units within the site layout. As such, it is requested that the prescriptive nature of the above bullet point is amended to allow for the RSL to advise on best practice.

With regards to the first two bullet points set out under the 'Sustainable Transport and Highways' section of the Policy HG1 KS1, to confirm, as part of the development of the Key Site, it is proposed (as detailed within the submitted Transport Assessment) to construct a new junction from Port Road to the west of the Weycock Cross roundabout at the location of the existing field gated access in the form of a signal-controlled junction, which would allow for the safe and timely exit of traffic from
the development onto the local highway network. Such an access would also provide enhanced Active Travel infrastructure in conjunction with the proposed Active Travel route between the Weycock Cross junction and Cardiff Airport. Traffic signals at the proposed site access would provide for dedicated demand dependent green time for pedestrians and cyclists along this section of the A4226 Port Road.

Significant work has been undertaken to date in demonstrating that the above is deliverable. However, it is requested that further clarification is included within the policy text to confirm that the Key Site is not responsible for the delivery of any further/additional sections of the Weycock Cross to Cardiff Airport Active Travel route, over and above the section of the route which adjoins the Key Site.

As set out within the Transport Assessment (May 2025) prepared in support of the Key Site, the traffic movements associated with the North West Barry allocation could be accommodated on the highway network with a marginal and inconsequential impact on the conditions already experienced on the local highway network. An appraisal of the impact of committed development (as agreed with the Highways Authority) has been undertaken as part of the Transport Assessment, which identifies that committed development within the vicinity of the Weycock Cross junction would have a greater impact upon the local highway network than the North West Barry Key Site. The North West Barry development is smaller in comparison to the other committed development assessed, and would have a marginal and inconsequential impact upon the operation of the Weycock Cross junction. It is therefore considered
that the policy wording should be amended to reflect the 'proportionate' nature of contributions required.

.It will be important to ensure that any off-site measures are directly related to the proposed development, and are necessary to ensure the acceptability of the proposed development. The requirement for a contribution towards off-site measures 'in the area' is not specific enough, and it is requested that the wording is amended as per the suggested text

It is considered that the inclusion of a specified figure for the area of open space to be provided within the southern section of the site is unnecessary within the policy text. The Indicative Plan for the Key Site included at Figure 13 of the Deposit Plan illustrates the indicative extent of 'Significant Open Space' to be provided adjoining Porthkerry Country Park, which will be subject to further detailed masterplanning work as the Planning Application is prepared in due course. A figure for the exact area
of open space to be provided within this section of the site cannot therefore be robustly specified until the further stages of masterplanning work are completed. As such, it is requested that the figure is removed from the policy text, with the

identification of 'Significant Open Space' on Indicative Plan being considered satisfactory. Furthermore, it is not considered appropriate that the policy wording should refer specifically to the financial contribution towards the management of this land, in addition to its transfer, as such contributions will be subject to detailed viability appraisal work at the Planning
Application stage.

Change suggested by respondent:

Amend following bullet points as worded

• The provision of a minimum of 113 affordable housing units (30%) with a unit mix reflecting the requirements of the latest Local Housing Market Assessment and the Council's waiting list data. The positioning of the affordable units will be informed by the experience and best-practice of the Registered Social Landlord responsible for the delivery and ongoing management of the units, with their delivery being phased across the development trajectory.

• Provision of land across the site frontage to allow for the widening of the A4226 Port Road West and the delivery of an Active Travel route across the frontage of the site as part of the Weycock Cross to Cardiff Airport Active Travel route, as identified in Policy TR1 (relating specifically to the delivery of the section of the Active Travel route adjoining the northern boundary of the Key Site only).

• Creation of a new signalised junction on to the A4226 Port Road West, which will need to accommodate controlled pedestrian/cycle crossing facilities.

•A proportionate contribution towards off-site improvements to the capacity and flow of Weycock
Cross roundabout and other junctions on the strategic highways network where necessary (in the context of the impact of wider committed developments on the strategic highway network).

• A contribution towards off-site sustainable transport measures (as necessary and related to the Key Site).

•The provision of a key area of open space to the south of the site adjoining Porthkerry Country Park which will serve as a buffer to the adjoining SINC at Mill Wood and offer opportunities for significant biodiversity enhancements. The ownership of this area should be
transferred to the Vale of Glamorgan Council, together with an appropriate financial contribution, for management as part of Porthkerry Country Park.

Sound: Not specified

Attachments:

Persimmon Submission - https://valeofglamorgan.oc2.uk/a/367

6711 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Denise Macdonald [3334]

Summary:

The area of Weycock Cross is already overwhelmed with traffic. It would be prefeable if the existing system is set up to allow smooth flow especially at peak times before adding more vehicles into the chaos. I know people who arrive in work 30 to 45 mins early because leaving their homes later means they are caught up in the gridlock. This is not an option for people needing to take their children to breakfast clubs, minders or schools. Public transport serving this are is sparse and to state the train station is only a 35 min walk is derisory.

We have frequent emails from Welsh Water to advise water supply issues. Constant leaks which can take weeks to resolve. Drainage and sewerage issues can only increase with more housing. They are trying to update the pipelines at the same time as dealing with additional pressure on an old system.

The people of Barry all ready experience difficulties getting appointments for medical, inc dental. As it is probably many of the houses will not be going to current Barry residents it stands to reason these services will be stretched to breaking point.

We are constantly being told we need look after green spaces and natural habitats due to the benefits they provide to our well being. These areas help reduce air pollution and a source of mental health well-being.

The additional housing projects in Rhoose, the old college site on the Five mile lane will also have a negative impact on this are.

Most residents of Barry would agree more facilities such as doctors, public transport should be implemented before new housing is built.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36c

6763 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mrs Mary Vincent [2657]

Summary:

We and a large number of residents in this north west area of Barry are very concerned about the ramifications that will ensue from a development of 370 new houses opening onto the already gridlocked Weycock Roundabout. This ´pinch point' lies on a main route between emergency services (fire, ambulance and police) and the airport. Who in their right mind would put further pressure here?

Objection on the grounds of traffic and air pollution; services, drainage and sewerage, ecology and biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/37p

6846 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey formally objects to the allocation of Land at North West Barry (Policy HG1 KS1) within the Replacement Local Development Plan (RLDP), asserting that the site is structurally inferior to their proposed alternative, Land West of Swanbridge Road (Phase 3), Sully. While the Vale of Glamorgan Council introduced the North West Barry site as a replacement for the undeliverable North East Barry allocation in July 2025, Taylor Wimpey maintains that this selection fails to meet the sustainability and accessibility standards required for a Key Site.

A primary concern is the site's poor performance within the Integrated Sustainability Appraisal (ISA). Taylor Wimpey's analysis indicates that North West Barry incurs significantly more negative impacts and "unknown" outcomes than the Sully site. These unknowns introduce a level of delivery risk and uncertainty that could undermine the RLDP's housing targets. In contrast, the Land West of Swanbridge Road demonstrates a higher frequency of "significantly positive" scores, particularly regarding its capacity to deliver over 100 dwellings without encroaching on designated green wedges.

From an accessibility standpoint, Taylor Wimpey argues that North West Barry is isolated on the urban fringe. The site is separated from existing community hubs by the A4226 and B4266, which act as physical barriers to pedestrians and cyclists. Conversely, the Sully site is integrated into an established village infrastructure. It sits within 800 meters of health services and active travel routes, with the High Street's amenities located within a 10-minute walk. Residents in Sully would benefit from a robust public transport network, including bus and rail links to Cardiff, Barry, and Penarth, all within a 15-minute catchment.

Furthermore, Taylor Wimpey highlights that the Sully site is better positioned to leverage future infrastructure investments, such as the South Wales Metro and planned active travel links between Palmerstown and Dinas Powys. While the council notes that North West Barry is slightly closer to a bus stop, Taylor Wimpey points out that the services available from Sully are more frequent and direct, offering a more genuine alternative to private car use.

In conclusion, Taylor Wimpey considers the current allocation of North West Barry to be unsound. They contend that the Land West of Swanbridge Road represents a more sustainable, accessible, and certain solution for meeting the region's housing requirements. They urge the Council to reconsider the evidence provided in the ISA comparisons and SLR Consulting's sustainability audits to ensure the most effective sites are brought forward for development.

Change suggested by respondent:

Taylor Wimpey asserts that the current RLDP is "unsound" because it allocates a site (North West Barry) that performs poorly in sustainability and accessibility while overlooking a demonstrably stronger candidate (Land West of Swanbridge Road). They urge the council to replace the North West Barry allocation with the Sully site to better meet the region's housing and sustainability goals.

Sound: No

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6972 Comment

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
Wastewater - A hydraulic modelling assessment (HMA) will be required.
Wastewater Treatment Works - Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7025 Object

Document Element: HG1 KS1 - LAND AT NORTH WEST BARRY

Respondent: Mr Stephen Vaughan [3060]

Summary:

This development will have a long negative effect on the quality of life for all in the Vale.
How can councillors who have turned down smaller developments twice on this site before turn coat and vote for it, when the situation has only got worse.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szj

4393 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Martin Clements [2102]

Summary:

A accident waiting to happen, the junction adjacent to the merry harriers pub is an accident waiting to happen due to lay out and construction of this junction, the volume of traffic using this junction is beyond acceptance, a small junction with access to Penarth , Dinas Powys , Llandough Hospital and surrounding areas is badly designed and especially with traffic & pedestrians coming from both ways, with the extra housing and no additional infrastructure this is in my opinion a dangerous situation, I would like it recorded that a major incident will happen to the extent that someone killed.

Change suggested by respondent:

No infrastructure is in place to accommodate additional housing, our surgery is overcrowded, the roads are congested emitting exhaust fumes and pollution, overwhelming traffic coming through Dinas Powys from Cardiff, Barry , Penarth & Llandough.its just a matter of time before someone is fatally injured or killed with the existing layout and the additional housing planned.

Sound: No

Attachments: None

4396 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim Hackett [2751]

Summary:

Cardiff Road from Dinas Powys is already a bottleneck with near constant heavy traffic and queues through Dinas Powys. To have a new development of this number of houses using one exit in and out is madness. I note that lights at the junction will be installed as well. This will just produce huge traffic congestion with the cars and Lorrie's and vans idling away pumping more fumes into the atmosphere. Madness!

Change suggested by respondent:

Preferably scrap it but if not have multiple entrances and exits onto different roads

Sound: No

Attachments: None

4414 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dinas Powys Community Council (Mrs Jeanette Haigh) [1472]

Summary:

Dinas Powys Community Council submits this formal objection to the proposed allocation of the Eastbrook site (SP4 KS2) within the Vale of Glamorgan Replacement Local Development Plan (RLDP). The Eastbrook allocation remains fundamentally flawed due to unresolved constraints relating to:

• Flood risk and hydrology
• Highways and transport capacity
• Environmental and landscape impact
• Infrastructure limitations
• Deliverability and viability

The site lies within a hydrologically sensitive catchment characterised by groundwater emergence, overland flow routes, low permeability soils, and a history of significant flood events, including the 2020 incident. Natural Resources Wales (NRW) has repeatedly raised concerns about flood risk at this location, and the Council's own evidence base acknowledges the need for catchment wide modelling before any development can be considered.

The RLDP does not currently include:

• Mandatory policy wording to secure pre delivery of mitigation
• Requirements for catchment wide modelling
• Guarantees that development will not increase flood risk elsewhere
• Evidence that mitigation is viable, deliverable, and enforceable

Without these safeguards, the allocation fails several tests of soundness, including CE2, CE3, and CE4.

Eastbrook in Dinas Powys is considered to be in a high-risk flood area. It is located within the catchment of the Cadoxton River and its tributary, the East Brook, which have a history of overflowing, causing significant, frequent flooding to homes and roads.

River and Surface Water Flooding: The area experiences flooding from the East Brook and the River Cadoxton. Intense rainfall can also overwhelm the surface water and sewerage systems, causing additional property flooding.

High Water Levels: The ground in the area, particularly in fields adjacent to existing properties, is often described as "totally waterlogged" for significant portions of the year, indicating a high-water table.

Key details regarding flood risk in this area include:
High Risk Area: Natural Resources Wales (NRW) has identified a significant risk of flooding from the Cadoxton River and East Brook, affecting areas like St Cadocs Avenue, Greenfield Avenue, Elm Grove Place, and Cardiff Road.

Significant History: The area has experienced multiple flooding events, including major incidents in 1948, 1986, 1998, 1999, 2008, 2012, 2013, and a severe event in December 2020 where approximately 40-100+ properties were affected.

Future Risk: Due to climate change, the number of properties at risk of flooding in the area is expected to increase from nearly 200 to over 350 by 2117.

Causes: The area suffers from rapid runoff from the surrounding hillsides, which overwhelms the capacity of the river channels and drains.
NRW has been exploring options for a flood management scheme, including natural flood management and potential engineering solutions, to reduce the risk to the community. It is recommended to check the specific, up-to-date flood map for any particular property on the NRW website.

The Dinas Powys Community Council formally requests written confirmation from the Vale of Glamorgan Council addressing the following matters:

1. Has a catchment wide hydraulic model has been commissioned, completed, and agreed with NRW? If so, does the model demonstrate no increase in flood risk to existing properties?
2. Have groundwater emergence, overland flow routes, and the 2020 flood event have been assessed?
3. Are SuDS viable given soil and groundwater constraints?
4. Has downstream drainage capacity been assessed and, if necessary, upgraded?
5. Will education, healthcare, utilities, and highways infrastructure be expanded to support the allocation?
a) Has consultation taken place with the GP surgery/Local schools?
b) What additional services will be provided?
6. Have deliverable and funded mitigation for transport and highways impacts been identified?
a) Please provide figures of air pollution and traffic flow surveys along Cardiff Road. What is the capacity along Cardiff Road?
b) Department of transport will not be investing in Eastbrook station. Therefore, no lift/ramp to address the needs of the community. Yet it is being used to form a decision about the housing. Please explain the reason behind this?
7. Have landscape, biodiversity, and green infrastructure assessments been completed?
a) Apparently the placemaking workshop has helped refine proposals. What are the refinements and when can we see the results from the surveys people completed at the Murchfield consultation?

In the opinion of Dinas Powys Community Council these confirmations are essential to demonstrate that the allocation is sound and that development will not increase flood risk or place unacceptable pressure on local infrastructure.

The Vale Council state that millions of pounds of Dinas Powys S106 funding could be moved to Myrtle Close in Penarth as ‘there are no developments’ in Dinas Powys. If this is the case Eastbrook needs to be removed from the RLDP or the money should stay allocated to Dinas Powys.

The Vale Council allocated 900-1500 houses for Argae lane. But once the site was considered not viable the figures were reviewed and they were reduced in number and moved to another site.

• Where is the evidence that 250 houses are needed in Eastbrook?
• The Eastbrook site was turned down before. Why? What has changed to make it viable now?
• Have the Vale Council exhausted all the key sites outlined in the previous LDP and if not why?

• Have the Vale Council used all of their rolled forward housing sites?
• Have the Vale Council carried out a Sequential Test? Proving there are no lower risk sites available?
• Has the Exception test been carried out? Ensuring the development will be made safe throughout its lifetime without increasing floor risks elsewhere?
• Out of the 250 houses 40% will be affordable housing. Managed by housing associations according to Persimmon glossy proposal. What is classed as affordable housing?
• Birth rate has fallen for a number of years, and the elderly population is increasing. How do you justify these figures? What proportion of the proposed 250 houses will be age friendly?

In the appendix to the Homes and Safe Communities Scrutiny Committee report (6th January 2024), there is a comment regarding the need for bungalows. Residents and councillors enquired about bungalows enabling people to downsize and free up family homes. We were told they are providing what the Vale has requested. We met with housing and they said, 'it won't happen'. So knowing there is a need for elderly accommodation what is the plan to address this need?

By 2034, 1 in 4 will be over the age of 65. This is an increase of 75% from 9.3% in 2018 to 13.7% in 2038.

The Vale indicates 70% of the housing need is in Barry/Penarth and Llandough. Of the remaining 30% what percentage is allocated to Dinas Powys? You state greatest areas of demand are Penarth/Barry and Llandough but there is no mention of Dinas Powys.

In conclusion, in the absence of the required evidence and mandatory policy safeguards, the Eastbrook allocation remains unsound. The Dinas Powys Community Council therefore requests that the Vale of Glamorgan Council:

• Removes the Eastbrook allocation from the RLDP, or
• Incorporates the mandatory policy wording and evidence requirements set out above.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sg5

4417 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Helen Kennedy [2761]

Summary:

I am writing in support of the proposals being consulted on for the land to the north of Dinas Powys. I have lived in Dinas Powys for 10 years, I have a young family and would love for the development to go ahead, as Dinas Powys desperately needs larger houses for growing families.

In my view, the promotion of this site represents a constructive response to those needs and has the potential to contribute positively to the long-term development of Dinas Powys.

I am unable to attend on the 6th February, at Murchfield community centre to voice my support, and so would very much appreciate this responses be included within your consultation summary report, in favour of this desperately needed development for Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgm

4438 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Andrew Bowdler [2202]

Summary:

1. Vehicular access: both are onto an already extremely busy road. We have recently seen even higher than normal car numbers as a result of the closure of Pen-y-Turnpike following the collapse of a tree.
2. Regardless of the SUDS options, the water-retention at Llandough Hospital only works for about 30 minutes, and the proposed area is already very prone to flooding.
3. Schools, medical facilities and other social facilities are already heavily oversubscribed. Are there plans to build new ones before any houses are built here? If there are none - the plans are completely unworkable.

Change suggested by respondent:

The plan should be seen as being badly flawed as it stands.

1. Before any work is done on this site, proper access to both Eastbrook Station platforms must be built. At present, accessing the Barry-bound platform other than from the Caerleon Rd side is almost impossible for those who rely on wheelchairs, prams, etc. The steps currently there are simply inadequate.
2. Additional schools and health centres, perhaps even community centres, need to be built so that the current oversubscribing is resolved before any additional housing is even considered.
3. In view of the fact that any water falling on this area (and from as far up as Llandough Hospital) ends up at the far end of the village (the Eastbrook merges with the Cadoxton adjacent to the Murch Bowling Club), every possible action needs to be taken (at the advice of Natural Resources Wales and - may I suggest - the Dinas Powys Flood Action Group) to prevent a repeat of December 2020, when a sizeable number of properties were flooded. Remember that, the more water coming down the Eastbrook, the bigger the backing up of water in the Cadoxton as far back as the bottom of Pen-y-Turnpike and the possibility of even greater flooding of the lower-lying parts of the village. Such measures need to be in place before the first sod is turned on any Eastbrook building site.
4. If the planners want the traffic from the new development to join the A4055 at the top end of Matthew Terrace and/or close to the Indian Restaurant on the corner just above Georges Row, a massive amount of work will be needed to make the road through the village usable in any way at all. The A4055 through Dinas Powys already carries traffic from as far away as Rhoose and St Athan, perhaps even Llantwit Major.

Sound: No

Attachments: None

4478 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Peter Kennedy [2807]

Summary:

I'm writing in support of the proposed development near Seel Park - Land North of Dinas Powys

I've lived in Dinas Powys all my life. Almost 40 years. I have a family of my own now, and we are desperately looking for a larger property, 4 bedrooms, with space for the kids, which would suit us with our family of two adults two children two cats and a dog.

I have contacted persimmon homes to express my interest, as I want to move there ASAP.

As a footnote, whilst there appears to be a very vocal group of Dinas Powys residents protesting this development, I find it really frustrating that they are exclusionary and dismissive or insulting to the views of someone who thinks differently to them.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sht

4480 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Audrey Jenkins [2809]

Summary:

The first issue is the already obvious traffic problems along Cardiff road. The traffic here is a constant concern, with peak times often bringing the road to a total standstill. It is reasonable to presume that the addition of 250 houses will further compound this issue with the additional vehicles.
This is likely to compound the issue further by also increasing traffic to side roads and other entry and exit routes from the village. How do you propose to combat this fundamental problem?

Local facilities and services will undoubtedly be impacted with demand substantially increasing on schools, doctors, dentists, etc. The wait times for these services is already unrealistic for existing residents. How do you propose to remedy the increase in demand?

There are countless other impacts on the environment to consider both during construction and into the future.

Please consider the views of the residents opposing these proposals.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sh8

4515 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Debbie Totterdell [1547]

Summary:

I live in Georges row and the back of our garage floods due to all the water from the proposed fields once there are houses in them it is going to flood my garden too you can't say the flooding won't happen as I have lived here for 18 years and you can not walk the fields in the winter due to so much water there are loads of dips in the field connecting the stream which rise during the winter where is all that water going to go with concrete in the ground traffic is a major concern

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4518 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Karl Watkins [2830]

Summary:

The proposed site off Cardiff road, Dinas Powys is the obvious location. Transport links are already in place

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4519 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Karl Watkins [2830]

Summary:

Affordable housing is clearly essential, although I'm very concerned that the information provided for the Dinas Powys development is misleading. In the Persimmon and Boyer information it states 'up to 40% affordable housing.' Yet on the large posters at the Murch Community display it said 'a minimum of 40% affordable housing. Considering the amount of detailed planning that has clearly already been done, this misleading information is very disappointing

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4522 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Gupwell [2833]

Summary:

Mains water pipeline running through land, this is old and in poor condition, will need replacement. Exit for cars onto Cardiff Road is not acceptable, as there is already bad congestion. Has the extra stress on doctors surgery been addressed as it is now very very difficult to get appointments. Primary school places will increase and there is chaos for parking. now at collection times for pupils. Parking in station is full on weekdays, no space to enlarge, people will more than likely not walk to the train. Why are we using green belt land.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4527 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Diana Collins [2837]

Summary:

EASTBROOK HOUSING PROPOSAL - no substantive improvements have been made to help cope with the current situation with the rivers Cadoxton and Eastbrook after the 2020 flooding - which will be worsened by this plan as they'll be no green space for run off from this development. There appears to be no proposals to improve either cardiff road or the merrier harriers junction to reduce traffic congestion , and as the development is not near any facilities the traffic will worsen. Since moving here just over 2 years ago the traffic congestion has definitely worsened

Change suggested by respondent:

I do not think this development should progress until drainage/sewage and traffic improvements have been made.

Sound: No

Attachments: None

4528 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alan Stamp [2345]

Summary:

Adding yet move traffic on to an already congested road
Adding move demand on a Medical Centre that has already had to absorb Penarth residents and where you cannot get to see a doctor due to the demand
Increasing the demand on local schools that already have children from Barry and Cardiff

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4529 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Elizabeth Stamp [1536]

Summary:

I am concerned about the current traffic congestion in Dinas Powys, which affects residents' health and wellbeing. Additional house building will worsen traffic, especially on roads from Barry to Cardiff, already clogged during peak hours. The proposed entrance near a dangerous bend and potential traffic lights pose safety issues. Increased traffic would lead to more fumes and make cycling difficult. I urge a reconsideration of turning green fields into unsuitable development, as it would negatively impact the community and environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4530 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Jennifer Williams [2840]

Summary:

Building more houses in Dinas Powys would worsen already serious flooding risks, with the community still recovering from past severe incidents. It would also intensify traffic pressures on roads that residents say are already unsafe and virtually unusable, increasing danger for drivers and pedestrians alike. Added strain on sewage systems and local services further shows the area cannot absorb large-scale development without significant harm to the community. As a parent of children at Dinas Powys Infants I already hate the levels of pollution from idling cars and this will only intensify.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4536 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Cathy Farr [1818]

Summary:

I do not think the flooding risk implications for Dinas Powys have been properly investigated. There are two water courses running through Dinas Powys, one directly from this site, and Dinas Powys has been flooding in the last five years when these water courses have been inundated in heavy rain. I was told the water from the proposed site will be kept 'on-site' How? When a bath is full, it overflows - as happens to the attenuation tanks below Llandough hospital, which then feed into the Eastbrook water course, where the overflow for this site will also go.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

4537 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Andrea Holloway [2843]

Summary:

My objection is against the Vale of Glamorgan Replacement Plan 2021-2036 due to the fact that there would be irreversible damage to acres of land with regard to wildlife, absorbed floodwater and carbon. Dinas Powys is a village which has expanded over the years and there has been no additional capacity made at existing health centres and local schools to support this. The transport infrastructure is dire and this proposal will only make getting in and out of Dinas Powys problematic.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4550 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Helen Cook [2850]

Summary:

- building on green belt should be avoided, natural environment should be protected for wildlife, flora and fauna
- this area often floods, drainage will be affected by proposed development causing increased flooding on Cardiff road
- increased emissions and pollution from increased traffic which is a health issue for residents, pedestrians, cyclists and the local school children
- increased population will put pressure on GP surgery and local schools
- local roads will be overwhelmed. E.g. junction at Merry Harriers

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4559 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Alison Hubbard [2863]

Summary:

I am concerned about the environmental impact of building houses in Dinas Powys, a village with more inhabitants than Cowbridge. There is no space to add facilities, and construction will erode vital green areas affecting mental well-being. Flooding risk will increase as rainwater has limited drainage options, especially given the poor condition of water mains. Traffic congestion will worsen, causing pollution and harm to wildlife. Local services like schools and health facilities are already overstretched, and there are concerns about flood protection and the impact on children's access to Welsh schools.

Change suggested by respondent:

N/A

Sound: No

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cx

4561 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Anne Hill [2865]

Summary:

We live in Eastbrook of the traffic going through now is an absolute nightmare and where do you think all this extra traffic will go ? Also the schools & dr's surgeries Can't cope with the number of residents now and don't tell me to use the train station as there isn't enough room to park there of people still use their own transport coming from Barry and Penarth! It's absolutely ridiculous to build all these proposed houses as Dinas is absolutely gridlocked!!
Where's the bypass we were promised years ago!!

Change suggested by respondent:

N/A

Sound: Not specified

Attachments:

2865 Hill Dinas (4561)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swk

4589 Comment

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4646 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Davies [1503]

Summary:

Since 2016, the Welsh Government aimed to build 8,525 houses in The Vale of Glamorgan; about 7,000 have been built, leaving 1,525 short. These developments have added approximately 14,000 adults and an estimated 3,500 children, increasing demand for schools and healthcare. Concerns include insufficient infrastructure, traffic congestion, flooding risks from a proposed water feature, and inadequate road access. Questions remain about the availability of affordable housing for locals and the sustainability of current government policies, with skepticism about the future political landscape.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1503 Davids Dinas (4646)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swv

4648 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr James Hill [2873]

Summary:

Somebody please tell people where all the traffic will be able to get in and out of Dinas Powys. We live in Eastbrook and traffic is bumper to bumper moving along Cardiff road in and out of Dinas Powys. The thought of another 250 houses being built is absolute disgusting and stupid. Doctors surgery & schools can't cope as it is at the moment. More people and cars in the area will be absolutely ridiculous. Dinas Powis urgently needs a by-pass road as promised years ago. Looking back the build-up of traffic years ago in Dinas Powis is caused by all the houses being built on Barry docks. With another 700 houses being built in Lavernock and Sully. The congestion in Dinas Powis and Merrie Harrier traffic lights is only going to get very worse. Get your act together.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2873 J Hill Dinas (4648)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t7d

4649 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Se Fitt [2874]

Summary:

There is no space at the local schools. Where are the extra children going to go. Traffic on the single road is heavy. You are likely to miss appointments. A minimum of 300 new cars all driving. It is a single lane road (Cardiff). There is no room for doctors surgeries. They are part time at it is and getting appointment becomes impossible. What happens when you put houses on greenfield. The land floods as it is. This will only happen again as the fields can't soak it up. We will get cut off again in Dinas Powys. New drainage won't do anything. You can't prejudice rainfall or flooding. We were told that the land would never be built on and the green wedge/green belt will be reduced. Consultation method is not very disability friendly.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2874 Fitt Dinas (2874)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swy

4650 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr, Mr and Mrs A,N and R Sweetman [2875]

Summary:

Detrimental Impact to Existing Residential Amenity

Dinas Powys has already reached its peak in terms of housing development. Further housing development will result in a negative impact to the current residential amenity and local character of Dinas Powys and adversely affect the existing quality of life which makes it attractive and enjoyable for residents and visitors.

Traffic Generation and Highway Safety

The road through Dinas Powys is often gridlocked for long periods on weekdays in particular. The proposed housing development will result in increased vehicle movement on a road already totally inadequate to accommodate existing vehicular volume. The existing road congestion (in Dinas Powys) results from failure to construct the long-debated bypass and recent housing developments in Dinas Powys (Scholars Park) and adjacent areas. Increased vehicle movements, in and through Dinas Powys, will adversely affect road safety, for both pedestrians and cyclists. Furthermore, we already have a situation where long rows of traffic (including many HGVs) are motionless in Cardiff Road, pumping out exhaust fumes, directly adjacent to Dinas Primary School whilst children are arriving and leaving the school or indeed whilst they are playing in the courtyard outside during the day.

Noise and Disturbance
Clearly 250 proposed new houses will result in noise and general disturbance and further congestion, not only in the construction phase but also from the proposed change of use of the land, from pasture and open space to housing. Daily, the proposed development will result increased noise and disturbance from additional traffic movement, not only by residents' and visitors' vehicles but from delivery vehicles and various service providers' vehicles attending properties at the development.

Public Service Capacity and Infrastructure

The proposed development will put additional pressure on local services in Dinas Powys such as Healthcare Provision, GP Services and Schools. An additional 250 houses will put pressure on public sewer and surface water infrastructure with a possible risk of flooding as open land is replaced by hard concrete, footpath and roadway surfaces. It is noted that the proposed development includes a natural 'Drainage Feature'. Does this suggest that the area of land, intended for the proposed development, has suffered with flooding in the past?

Loss of Green Space and Environmental Concerns

The proposed development will result in a loss of critical open green space and a loss of local habitat for wildlife. The area designated for housing development should be safeguarded as valuable open space, farmland and countryside to prevent urban sprawl and the totally unnecessary merging of adjacent areas (in this instance Dinas Powys and Llandough). There are surely other areas, in the VOG, where this development could be located without creating the host of problems and loss of the valuable open green space amenity outlined above.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2875 Sweetman Dinas (1)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/t7w

4676 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim Griffiths [2578]

Summary:

crazy proposal for this area

Change suggested by respondent:

remove fromplan

Sound: No

Attachments: None

4684 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs E Kemp [2460]

Summary:

The older estates like the southra have an older population now, the children of those from the area who want to stay local don’t have options of housing. The development is retaining some of the green space and the additional housing is needed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4693 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Melanie Daniel [1548]

Summary:

I object to the proposed development of approximately 500 homes off Cardiff Road, citing concerns over strained local infrastructure. Schools, healthcare, and GP services are already at capacity, with no clear plans for expansion. The development would worsen traffic congestion, increase journey times, and impact safety and air quality. It would also harm the area's character by creating urban sprawl and diminishing the semi-rural feel. I believe approval should be withheld unless firm, funded plans are in place to address these issues.

Change suggested by respondent:

Unless there are firm, funded and deliverable plans in place to address education provision, healthcare access, traffic infrastructure, and the protection of the area's character, I strongly believe this development should not be approved.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sg6

4702 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Mari-Wyn Elias-Jones [1982]

Summary:

Strong objection to the new housing development proposed on a site leading off Cardiff Road which will cause more traffic, more congestion and more pressure on a village that's already at capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4716 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Peter Coleman [2116]

Summary:

Cardiff Road is clearly not "traffic sensitive" under the terms and criteria laid out in "New roads and street works act 1991 part 2" This development will clearly exasperate the situation!! Which is already appalling.
What is being done to avoid any further deteriorate the situation??

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2116 Coleman Dinas (4716)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swd

4717 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Teresa Britton [1644]

Summary:

Dear Council
Please note the comments on Dinas Powys Chat 0.7.02.2026 post Murchfield drop in session 06.02.2026
My concerns have been expressed equally by residents who are well informed re, - flooding, infrastructure, road pollution and chaos, increase and pressure on schools and medical facilities, environment, loss of village status, wildlife!!! There are so many issues to address! As a resident of Dinas Powys for well over 70 years, I have experienced vast changes. Some very welcome. I appreciate the need for affordable homes but this site is not 100% suitable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1644 Britton Dinas (4717)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swb

4723 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Luke Bellamy [2298]

Summary:

Thousands of homes downstream in Barry. *One single track A road from Barry to Cardiff with already constant gridlock in Dinas powys. * Road that floods regularly and is in a shocking state. *Emissions already over legal limits So..... You propose to build 250 house on land that currently soaks up water and put the entrance right on a traffic pinch point. But.... *Land owned by persimmon so will already be on council balance sheet. Therefore look forward to the whitewash. * Flood report *Traffic assesment (prob run at 2am on Sunday) *Environmental report. *Fantasy sustainable travel predictions

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4733 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Belinda Morgan [2090]

Summary:

The infrastructure coming into Dinas Powys is not adequate, the potholes due to all the traffic are getting bigger being just “tidied up” instead of complete resurface.
Gliding is getting worse, this land has the river Eastbrook running through it, where will it go?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4734 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Emily Kinch [2905]

Summary:

This development is going to have an adverse effect on our village, add additional traffic to an all ready highly consgested road and add more pressure on our schools and doctors.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4735 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Francesca Bell [2906]

Summary:

I am concerned about the proposed housing on Land north of Dinas Powys due to limited access routes and existing congestion. More homes could exacerbate traffic and flood risks, as increased impermeable surfaces might worsen runoff without proper drainage. Healthcare services are already stretched, and additional residents would increase pressure on GPs. The village has recently expanded with three estates, and this development would significantly alter its character and strain local infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4736 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Francesca Bell [2906]

Summary:

I'm very concerned about the proposed housing on Land north of Dinas Powys. There are limited routes in and out of Dinas, which already get heavily congested, and more homes will worsen traffic. Although train and bus services exist, many journeys still rely on cars, adding further pressure. Flooding in Dinas has been increasing, and more impermeable surfaces could worsen runoff unless drainage is properly addressed. GP services are already stretched, and additional residents will put further pressure on healthcare. Dinas Powys has grown with three recent estates, and this development would significantly change village character and infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4737 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Glen Monteiro [1967]

Summary:

Infrastructure in Dp is already beyond breaking point. Gridlock on roads for most of working day not just rush hr. Roads in ooor repair. Schools full. Dr surgery too small already with Penarth practice closed and patients aligned to Dp. Water drainage with fields to be lost to housing a recipe for future flooding

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4748 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Cathie Jackson [2012]

Summary:

I oppose developing land north of Dinas Powys due to flooding risks, as it would increase water runoff and threaten downstream areas. The proposal would destroy wildlife habitats, mature trees, and compromise the green infrastructure valued for recreation and biodiversity. It conflicts with the Green Infrastructure Strategy and risks eroding Dinas Powys's village identity by reducing the green wedge separating it from Llandough. The development would worsen traffic congestion, strain local infrastructure including GP services, schools, and secondary schools, and undermine community well-being. I call on the council and Welsh Government to reject this site and focus on brown

Change suggested by respondent:

Ideally I would like the council to withdraw this site from the LDP and instead consider how it might be used to further the implementation of its Tree Strategy and Green Infrastructure plan.

Sound: No

Attachments: None

4749 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Delyth Vaughan [1654]

Summary:

I object to allocating land for approximately 250 homes in Dinas Powys, citing concerns over flood risk, drainage, infrastructure capacity, education, highway safety, environmental harm, and policy compliance. The existing drainage system is under strain, risking increased flooding. Local schools are at capacity, and additional residents would worsen congestion and safety. Loss of green space and wildlife habitat would harm biodiversity and village character. The scale of development exceeds infrastructure capacity, contradicting national policies and principles of sustainable development. I urge removal or reduction of this allocation before submission.

Change suggested by respondent:

I respectfully request that this allocation be removed or substantially reduced prior to submission for independent examination.

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sjh

4750 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kim Mills [2913]

Summary:

The water run off will be lost if houses built here, as well as the destruction to the natural environment/ ecology. The main road/artery is already blocked daily with traffic not allowing a flowing thoroughfare. This congestion alone is bad for air pollution and this would be added too with the consent of this build.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4751 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Ruth Clogg [2914]

Summary:

Our village (turning into a town) can not cope with these extra houses, the roads now are congested god only knows how it will cope with these extra cars the floods that we experience now this will only make matters worse, we are losing our picturesque village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4752 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Elgan Evans [2915]

Summary:

As a resident of Dinas Powys living 800m from the proposed site, I strongly object to this development. The village lacks the infrastructure to support 250 additional homes. The scheme relies on an already congested road network that has operated at or beyond capacity for years with little/no active travel links nearby. Local schools and NHS services are overstretched, and parking at Eastbrook Station is routinely full. Development here would increase flood risk, potentially affecting nearby properties, and cause unacceptable ecological harm. It would erode Green Belt land and fundamentally alter the character and identity of the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4753 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rhian Evans [2917]

Summary:

As a resident of Dinas Powys living 800m from the proposed site, I strongly object to this development. The village lacks the infrastructure to support 250 additional homes. The scheme relies on an already congested road network that has operated at or beyond capacity for years with little/no active travel links. Local schools and NHS services are overstretched, and parking at Eastbrook Station is routinely full. Development here would increase flood risk, potentially affecting nearby properties, and cause unacceptable ecological harm. It would erode Green Belt land and fundamentally alter the character and identity of the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4754 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Shelley Williams [2352]

Summary:

I thInk everyone understands the need for housing BUT flooding issues, services, infrastructure nees to be thoroughly addressed FIRST!

DOCTORS, TRAFFIC, SCHOOLS!! All are under pressure and over stretched!!
I can't see how this will work.
This land is very low lying, subject to flooding.
MAYBE YOU WILL NEED HOUSES ON STILTS???

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4756 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Michael Wilson [2918]

Summary:

I have the following concerns over this development:
Increased traffic problems, especially at rush hours, on a busy road which has been proposed for a bypass back in the 1970s.
Exit entrance to site from a road with a bus lane, cycle lane and close proximity to traffic lights.
Extra air pollution close to residential areas and a primary school from extra traffic.
Increased pressure on over stretched schools, health centre and other community facilities.
Likely problems with sewage and groundwater in an area prone to flooding already.
Increase in traffic (250 houses=400 vehicles) will push more road users to use " rat runs " like Penyturn Pike, Longmeadow and the Westra.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2918 Wilson Dinas (2918)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sf6

4758 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Justine Pang [2920]

Summary:

The traffic will be horrendous on Cardiff road as well as the local services being overrun!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4759 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Lewis Cook [2921]

Summary:

The local area is already struggling with traffic, road repairs, waiting lists, infrastructure, flooding. I strongly oppose any further housing before providing at least new roads to reduce risk of inconvenience or injury.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4760 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Samantha James [2027]

Summary:

OBJECT - The roads are not adequate for the currents amount of housing currently. Traffic is making it unpossible to leave the village for the current owners.
This is a concern for the schools on the main road. Car fumes getting breathed in by our children whilst there within school grounds. We already struggle to get doctor appointments already so how can they services be stretched for another 100 houses never alone more.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4761 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sophie Williams [2922]

Summary:

I oppose development on the land North of Dinas Powys because it would significantly harm the village. Traffic is already severe, and additional housing would worsen congestion, increase pollution, and strain local roads. The development would also put pressure on schools, healthcare, and other services, reducing quality of life. Furthermore, it would lead to the loss of valuable green space and the village's character, which residents deeply value.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4762 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jack Donnelly [2924]

Summary:

I believe the proposed plans will harm local wildlife, reduce residents' quality of life, and strain existing healthcare and services. Flooding risks will rise due to land concreting, and noise, light, and air quality will negatively affect woodland and farms. The dangerous Pen-y-Turnpike will see increased traffic and accidents, endangering both drivers and wildlife. Residents' concerns are ignored, and the village cannot support more residents without damaging its character, green spaces, and living standards for future generations.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4763 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Shirley Richardson [2927]

Summary:

Very concerned about the poor road surfaces in Dinas Powys, lack ok parking and enforcement for illegal/dangerous parking. Highly congested driving routes, no safe cycle and walking lanes as alternatives to Barry and no by-pass. Amenities not in place to support additional housing. Decline in air quality, recreation grounds and well-being of current residents disregarded. Most likely increase flood risk due to lack of vegetation. I moved from Cardiff to Dinas in order to escape the traffic and enjoy village life. Urgent improvements in Dinas must be completed first before any additional housing can be integrated successfully.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4764 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Hannah Williams [2928]

Summary:

The infrastructure we have in Dinas Powys is already under strain. Adding an extra 250 houses and cars will cause chaos in an area that is already struggling.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4765 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Nicola Meredith [2930]

Summary:

Too many cars already for Cardiff Road to cope with. Adding more cars would be a disaster, impacting on the quality of life of residents and commuters.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4766 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Lauren Knight [2103]

Summary:

Lack of infrastructure in surrounding areas. Cardiff road already at capacity for most parts of the day. No access to site via pen-y-turnpike which would alleviate road pressures.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4767 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ian Christopher [1808]

Summary:

The road, schools, health and other services are not sufficient to support the scale of this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4768 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Rachel Brown [2932]

Summary:

Traffic, flood risks and accessing timely health care at the GP are already tedious in Dinas Powys. Adding this many houses will mean more cars (more traffic, more potholes which are already a big issue, more polution).
Losing so much green space will also impact the ability for Dinas to manage water. We need green space to help reduce the risk of flooding - not more concrete.

Change suggested by respondent:

Far fewer houses with much more green space left to nature.

Sound: Not specified

Attachments: None

4769 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Carla Bluett [2931]

Summary:

Whilst I understand the need for additional housing, this development reduces the green belt which is detrimental to Dinas Powys' identity as a community and to the wildlife on the site. There is not enough road capacity - we need a bypass around Dinas to divert Barry traffic which has also seen a massive rise in population with developments there. Doctors already at capacity and I struggle to get an appointment as it is, this will be made worse. Schools need additional investment - not just Welsh speaking!! I also worry about flooding.

Change suggested by respondent:

It either needs to be scrapped or relevant road adjustments I.e. a bypass or similar to divert Barry traffic away from Dinas Powys. Massive improvements needs to be made in infrastructure such as doctors surgeries and schools. Investment to support local businesses thrive.

Sound: Not specified

Attachments: None

4770 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Amy Murphy [1788]

Summary:

The Dinas Powys area is already overly populated, added housing will put a strain on schools, doctors, dentists, the environment (extra cars on the road) and traffic will be considerably increased in an area that is already very congested.

Also the land is home to wildlife, what happens to the creatures we share the land with?

I feel this is a bad choice also due to the rivers in Dinas. Rain water runs off the area into brooks and the river which regularly floods.

Please do not use this land for more houses.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4774 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Nicholas Stork [2935]

Summary:

As a resident in Dinas Powys for 9 years plus, I seen the impact on the community from the continued building in the Vale of Glamorgan. Both the Cardiff Rd and Penyturnpike Lane are heavily congested at the best of times and gridlocked if impact by roadworks or an accident.

Drainage and flooding is an increasing issue and I'm not sure how the local infrastructure could tolerate a scheme of this size.

All local schools are heavily subscribed and again there is the infrastructure or space to provide more.

Change suggested by respondent:

I don't think this scheme should go ahead - the impact on Dinas Powys I feel would be significant and cause even more challenges to the existing residents and infrastructure.

Sound: Not specified

Attachments: None

4777 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Nic Hanson [1653]

Summary:

Increased flooding
Not sufficient services
Lose village identity
Reduced greenbelt
NHS already at capacity

Change suggested by respondent:

Block planning permission.

Sound: Not specified

Attachments: None

4778 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Cristina Moreau [2939]

Summary:

As a resident directly located in front of the land in question. I'm extremely concerned about the risk of flooding as we experience a lot of issues in this area already. The infrastructure around Dinas powys, roads, train stations, etc. Are definitely not equipped to deal with an increase of population. Not to mention there is only one GP surgery in Dinas powys, it won't be sufficient to provide a service to all.
That land has provided happiness to the residents of Dinas Powys, nature is so important for the wellbeing of society. The land should be treasured and protected.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4779 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Bateman [2940]

Summary:

Inadequate infrastructure to accommodate more housing. Increased flooding risk.
Destruction of habitat.
Village of Dinas Powys is being destroyed.
Wholly a money making scheme with no regard whatsoever to anything else.

Change suggested by respondent:

Plan and implement infrastructure and flooding implications before planning is applied for.

Sound: Not specified

Attachments: None

4780 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Scott Pride [2941]

Summary:

Traffic concerns
250 homes could bring over 300-500 additional cars. Cardiff Road and Culverhouse Cross were already at capacity 5 years ago and there have been no subsequent upgrades.
Public transport concerns

Nature concerns

Change suggested by respondent:

Better transport plans
Better area for the housing
Better Public transport

Sound: Not specified

Attachments: None

4781 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Bateman [2943]

Summary:

I strongly object to this plan. Dinas Powys doesn't have the facilities for its current population as it is. At rush hour it is gridlocked already. There will be an increased risk of flooding to the Cadoxton River. It would cause a loss of wildlife which is unacceptable. Our local doctors surgery is already at full capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4782 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Lewis [1897]

Summary:

Road structure within Dinas Powys is at crisis point. Traffic constantly queueing along Cardiff Road to and from Llandough.The size of the proposed development No.444 is inappropriate. We strongly object to these plans. Schools, Health Centre , Flooding are already at breaking point. Emergency services have great difficulty in travelling along Cardiff Road and any delays can result in life threatening situations.
Air polution is problematic travelling through Dinas Powys. When walking or cycling along Cardiff Road the smell of traffic fumes is unbearable. The proposed plans can only exasperate the problems causing such chaos within Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4783 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mike Burden [2946]

Summary:

This plan expands the village against both its wishes and capacity in order to build homes on land that floods.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4784 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Rachel Norman [1822]

Summary:

it is a concerning large development on a site that is easily flooded which is a major worry to residents in this area due to past flooding problems. It is already a congested area with limited resource at the GP and schooling as it stands in a village that has a strong identity as one. I cannot see why a new development is required in the heart of an already established community, straining tight resource and increasing the horrific congestion issues that already exist

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4785 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Priscilla Macgregor [2945]

Summary:

Objection to proposed development id 444- HG1 KS2. I live in Dinas Powys. Cardiff road is already congested & over capacity. The increased traffic will impact on safety of Dinas Powys families trying to cross the road to primary schools and rail station. Emergency vehicles from Dinas Powys and Barry going to Llandough hospital & Cardiff will be delayed. Construction will increase already massive delays to traffic. Traffic Queues will be horrendous.
Dinas Powys village does not have infrastructure in place for increased homes. Sewage & water run off will contribute to the flooding problems of the village .

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4786 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Peter Kennedy [2807]

Summary:

I did not attend the consultation due to feeling uncomfortable about expressing my support for the housing development because of aggressive behaviour from some elderly neighbours and misinformation online. I believe many young families in Dinas Powys want to stay in the village but face a housing shortage. I suggest constructive dialogue about road access, and personally, I think a better entrance to the site, would be on the disused old tarmac patch between the Merrie Harrier, and the church by those traffic lights. That would reduce traffic on Cardiff Road, or better yet, build the fabled Dinas Powys Bypass. I urge decision-makers not to yield to the vocal minority and to prioritise building the much-needed houses for young families.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sqs

4791 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Carroll [2838]

Summary:

I have a number of objections to the proposed plan to develop 250 houses at Eastbrook North of Dinas Powys off Cardiff Road. Objections considering: Traffic, Air pollution, Environmental, Flooding Risks, Impact on existing services, Destroying the village character of Dinas Powys by removing a Green Belt. Please see further comments on attached sheets. Have the council taken into account the impacts on the RLDP on their obligations to all of the objectives under the Well-being of Future Generations (Wales) 2015?
Dinas Powys Air Quality and Traffic
Can the council confirm that the existing highway network in Dinas Powys can accommodate the growth proposed in the RLDP without causing unacceptable congestion? Please provide evidence including junction capacity assessments and peak hour modelling.
For any development allocations in Dinas Powys that may impact congestion, what measures are taken to mitigate these effects. Are these measures fully funded deliverable and enforceable?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2838 Carrol Dinas Powys (4791)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/swg

4793 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Claire Newland [1753]

Summary:

Strongly object to the planned housing at Eastbrook Dinas Powys. I use this road twice daily and can attest to it being congested already.
I cannot understand the thought process of adding hundreds of homes into this area. Schools and doctors are already oversubscribed.
The loss of wildlife habitat and green space would cause further devastation to our nature depleted country. Putting money before the environment yet again. Determined to destroy what little green space we have left - it's criminal.
Listen to the people, they do not want this.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4794 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Siobhan O'Connell [2951]

Summary:

This development will likely impact the alredy busy Cardiff road area. No plans have been made to increase facilities like schools, GP transport. There are also concerns with regard to flooding in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4796 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lucy McQuade [2950]

Summary:

I completely support development in Dinas Powys. I personally have four young children and I am struggling with housing.

I am due to be evicted from a private rental and may have to go into emergency housing which also means homes 4 U can bid on anything suitable anywhere in the vale of Glamorgan.

We are all part of the community and would very much like to remain here plus my children attend Dinas Powys primary school in which they are all thriving and are very settled. I would desperately want one of these houses to support my family.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sm8

4797 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Katie Morgan [2953]

Summary:

I regularly observe heavy traffic congestion, especially during rush hour, which will worse with the proposed development. I believe adding an exit onto Cardiff Road so close to traffic lights will worsen congestion and cause gridlock. I am also concerned about increased flooding risk, as my home has previously flooded after the nearby development at Cross Common Road. This raises serious concerns that further development in the area will increase surface water run-off and exacerbate flooding problems. Additionally, local infrastructure such as schools and the medical centre are already under strain, and further development without improvements will exacerbate these issues.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxn

4799 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sian Phillips [2955]

Summary:

I disagree with the proposal to build 250 houses off Cardiff Road. The infrastructure of Dinas cannot cope with any further housing. It is a nightmare presently trying to drive in and out of Dinas without any extra cars from additional housing. Doctors and schools are already at full capacity and Dinas will lose its village identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4804 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Robert Fisher [2958]

Summary:

Development at Dinas Powys (HG1 KS2) will further increase the congestion on main roads which is at full capacity already. The knock on effect will be higher pollution rates for everyone of the residents and the local schools. The public transport is already over capacity at peak times and on occasions some people cannot get on the train at Eastbrook station. There is not enough availability for regular doctors appointments at present and any further increase in population will further increase the problems being experienced.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sj7

4805 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Debra Fisher [2959]

Summary:

In regard to development HG1 KS2. Our traffic, trains, doctors and schools are already at capacity without these extra houses. They will also increase the risk of flooding and take away Dinas Powys' identity as a village

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sj8

4807 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jane Roberts [1709]

Summary:

I object to the development of 250 houses in the area. Cardiff Road is heavily congested, especially at peak times, and traffic has increased significantly over 40 years. Limited access to Eastbrook station reduces reliance on public transport. The resulting air pollution harms residents' health, including children, and has been linked to health issues such as cancer and asthma. Local health services and schools are already oversubscribed. The development will increase the risk of flooding and cause loss of wildlife and habitats.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxm

4808 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Siobhan O'Connell [2951]

Summary:

This is not suitable area as infastructure isnt in place. No additional services of schools, GP, roads and paths have been put in place. Access issues and increased traffic further to what is already a bottleneck.

Change suggested by respondent:

School, GP and transport links need to be in place prior to development. Current infrastucture isnt able to handle additional housing

Sound: No

Attachments: None

4810 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Thomas Brinn [2960]

Summary:

I am expressing concern over the proposed development of 250 dwellings off Cardiff Road. I believe the existing infrastructure cannot support the increased traffic. Unless this infrastructure and capacity is addressed, whether that be an additional traffic lane by allowing the bus lane to be used by general traffic outside of peak times, or adding an additional lane by purchasing some of the (apparently) readily available land alongside Cardiff Rd, this would cause severe congestion and disruption, especially during peak hours. I also highlight past flooding issues from similar developments in Sully and feel that resident feedback may be undervalued. It's felt that this is more of an engagement exercise for you, instead of a 'consultation' but we still wanted to address our concerns.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sj9

4811 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: David & Madeline Thorne [2961]

Summary:

We object to the planning and development of the proposed site of 250 houses at Eastbrook Dinas Powys. It is certainly not wanted or required.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sjb

4812 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Llandough Community Council (Clerk) [236]

Summary:

The Council considered the content of the plan at its meeting on 19 February 2026 and its main concern relates to the proposed housing development of housing off Cardiff Road. The Council is very concerned about the additional traffic generation and its impact on the Merrie Harrier junction which could potentially lead to excessive traffic generation at the junction which will adversely impact the communities of Llandough, Dinas Powys and Penarth and beyond. It is considered that the junction would not have the functionality to deal with the additional traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sw8

4813 Comment

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Nick Beddoe [2963]

Summary:

Please don't waste Council time objecting to the principle of this but get the quality right and upgrade the junction between Llandough and Penarth.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4814 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Sam Hume [2962]

Summary:

Strongly object to the plan for 250 new homes in Dinas Powys
Will have many harmful effects on local area + community in Dinas Powys
Increased traffic, stress on local public services (GP, NHS + schools), loss of village identity and reduced greenbelt
In summary, negative affect on local community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sjz

4815 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lindy Harris [2964]

Summary:

I would like to register my objection to there being any further housing developments in Dinas Powys.
Please do not go ahead with this terrible idea of more houses in a village that is already over capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sjn

4816 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Ros Granger [2965]

Summary:

Strongly object to the plan for 250 new homes in Dinas Powys
Will have many harmful effects on local area + community in Dinas Powys
Increased traffic, stress on local public services (GP, NHS + schools), loss of village identity and reduced greenbelt
In summary, negative affect on local community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sjy

4819 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Real [2954]

Summary:

I am completely against this new build. There will be congestion issues. You cannot get out of Dinas Powys towards Merrier Harriers due to queuing. Another possible 250 cars multiply by two per household accessing Cardiff Road especially at peak times of the day.
Water levels will be affected. Already problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sj6

4823 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jean Harrison [2969]

Summary:

Can’t fill in the form to strongly disagree to the building of houses on Cardiff Rd. What a stupid idea is that.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/skr

4825 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr N Evans [2970]

Summary:

Objection to HG1 KS2

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sks

4826 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Elizabeth Davis [1552]

Summary:

I oppose the proposed development of 250 houses in Dinas Powys due to concerns over increased traffic congestion along Cardiff Road, especially affecting Redlands Road and Merrie Harriers junction. Eastbrook Station is inadequate for wheelchair users and sometimes still run old two carriage trains, plus the bus services are unreliable. The narrowness of Cardiff Road poses accessibility issues. Local health and education facilities are already at capacity, and there are serious flood risks following past flooding and pipe collapses. More homes will generate further flooding and more sewage. I believe these factors make the development unsuitable for the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sg7

4828 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Beata Price [1586]

Summary:

Dinas Powys can't cope with hundreds more houses. Increased congestion. 500 additional cars will cause standstill on Cardiff road. All roads around Dinas Powys are at full capacity, there are no upgrades.
Increased flooding. Our garden is often wet, being on slope from the fields where the proposed development is. The fields and trees hold lots of the rain water at the moment. With concrete, the rainwater will flow directly down to Millbrook Heights, St David's Av, Justin close and other streets will be affected by floods.
GP surgery and school are at full capacity already.
Trains are too full at peak hours. All services are at full capacity.
Wildlife is a huge part of Dinas Powys, people enjoy nature and a big house development will negatively impact the wildlife and the Village identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sg8

4829 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Amanda Paines [2972]

Summary:

Dinas Powys is a lovely village to live in, however, we are bursting at the seams and the infrastructure just is not in place for more houses to be built or accommodated. Our schools are over subscribed, our doctors cannot cope with the demands they already have in them and more traffic would cause more congestion, and damage the already pothole ridden roads. There are only 2 roads in and out of the village, the main Cardiff Road, up and along Penyturnpike to Leckwith, or if you want to take your life into your own hands, along the Sully Road!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4830 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alun Pincombe [2974]

Summary:

The current state of utility infrastructure—specifically water and electricity—shows evidence of deferred maintenance, resulting in an increased frequency of service failures in recent years. Compounding this, the area is inherently prone to flooding; developing on land with poor natural drainage will likely exacerbate this risk. This is particularly concerning given the absence of proactive maintenance programs to ensure drains and waterways remain clear of debris, which collectively places additional strain on community resilience. Furthermore, introducing over 250 additional vehicles to the local road network will do little to alleviate existing traffic volumes within the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4831 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Philip Hayes [2976]

Summary:

I object to HG1 KS2. We do not have the infrastructure to cope with the houses we have currently. More houses will compound the problem. Active travel does not work, all of these new houses will have driveways, which will fill up with cars!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4832 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Amy Harding [2977]

Summary:

Increased traffic,
Increased demands on healthcare services locally
influx of need for school places.

Damage to the environment and local wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4833 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Amy Harding [2977]

Summary:

Increased traffic
Increased demands on local healthcare
Damage to environment/wildlife

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4835 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: David Pain [2978]

Summary:

I object to the planning application for 250 new dwellings in Dinas Powys, citing concerns about highway safety, traffic congestion, flood risk, and infrastructure capacity. Cardiff Road is already congested; additional vehicles would worsen this, increasing air pollution and safety risks. Flooding issues could be intensified without proper drainage. Healthcare and school services are already overstretched and cannot support new residents without improvements. Relying on rail use to reduce traffic is unrealistic. I request refusal due to these cumulative infrastructure pressures and sustainability concerns.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4836 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Boston [2944]

Summary:

I object to the housing development on Cardiff Road, Dinas Powys, due to concerns about infrastructure, flooding, pollution, and community impact. The existing transport links are inadequate and congested, and active travel routes are unsafe. Building on green space would damage habitats and strain local services like schools and healthcare. Dinas Powys is already vulnerable to flooding, and additional sewage discharge could worsen pollution in nearby waters. Finally, the development threatens the village's identity and community cohesion.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxk

4837 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sarah Miller [2973]

Summary:

I object to the proposed development of 250 houses in Dinas Powys, citing increased congestion on Cardiff Road, limited parking, and poor pedestrian access to Eastbrook train station. I am concerned about the loss of green belt, mature hedgerows, and local wildlife, as well as the erosion of Dinas Powys's identity. The development risks worsening flooding issues and overburdening existing services like schools and healthcare. I believe there are alternative brownfield sites elsewhere in the Vale that would cause less harm to residents, the environment, and local infrastructure.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skt

4838 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Alan Blakoe [2980]

Summary:

I am extremely concerned about the proposed development of 250 houses along Cardiff Road. It would significantly increase pressure on our already overburdened healthcare services and worsen traffic congestion, which has been a longstanding issue. The additional 500 to 1000 residents would likely cause further flooding, pollution, and traffic queues, and reduce water absorption by the land, increasing flood risks. Our village has already absorbed many new residents, and I believe infrastructure improvements are necessary before approving such development. I urge the scheme to be abandoned.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sk3

4839 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Begg [2981]

Summary:

With reference to planning reference HG1 KS2, I object to more housing as the infrastructure is not in place for the current population. The traffic trying to get through the village is ridiculous at all times of day and not just peak times, the roads are in a poor condition and active travel along Cardiff Road is unsuitable. The village has lost its identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4840 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Dionne Shillabeer [2982]

Summary:

I am concerned that building houses on this site will worsen existing traffic congestion on Cardiff Road, which already suffers from heavy use, impacting air quality and road condition. The loss of green space will harm local wildlife and increase flood risk by reducing natural drainage. Additionally, local healthcare and educational facilities are already at capacity and cannot accommodate a significant increase in population. These issues raise serious concerns about the environmental and social sustainability of the proposed development.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sk4

4841 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rachel Whitehurst [2186]

Summary:

Strongly object to building on this proposed site 444 in Dinas Powys. Cardiff Rd can not take any more traffic, schools are already over subscribed. Already impossible to get a doctors appointment. In addition to all these points, the loss of green space, nature and wildlife is devastating for the local environment and community.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4842 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr FRANK COLEMAN [1496]

Summary:

I object to the housing development north of Dinas Powys due to concerns over worsening traffic congestion and drainage problems. The proposal relies heavily on public transport and active travel, which is unrealistic given current congestion and hazardous cycling conditions. Statements claiming sufficient capacity and minimal delays are contradicted by existing traffic issues. Additionally, drainage plans appear to ignore downstream effects, particularly in vulnerable areas like Sunnycroft estate. Overall, I believe the proposal underestimates the severity of existing problems and the impact of the development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4843 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Hannah Lloyd [1673]

Summary:

Not viable. Increase of traffic and not the public transport to help this

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4844 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Zelda Smith [2984]

Summary:

I object to the proposed HG1 KS2 development in Dinas Powys, citing overdevelopment that threatens the village's character, infrastructure, environment, and services. The development could add 500 vehicles, worsening traffic congestion without upgrades. It risks overburdening schools, GP services, and increases flood risk. Public transport is already overcrowded, and the village's historic landscape and rural setting would be harmed. I urge that these concerns be seriously considered to prevent unacceptable impacts on the community and environment.

Change suggested by respondent:

-

Sound: No

Attachments:

2984 Z Smith (4844)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3rc

4846 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Vivyenne Pritchard [2986]

Summary:

Land is waterlogged if built on water will only flow into eastbrook and down through Dinas Powis creating more flooding. Cardiff Rd is already gridlocked .not capable of taking more traffic.more pollution. site entrances will cross the ONLY footpath/cycle path out of Dinas also crossing bus/taxi lane that was deemed necessary. Destruction of natural habitat for wildlife. Train service already overstretched

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4849 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Candice Boyes [2988]

Summary:

Congestion is already at its limit for this area surrounding the proposed plans, particularly the road itself adjacent (Cardiff Road), this would cause untenable congestion issues as well as parking and increased road damage issues.
The road also leads directly to the hospital, so the increased congestion would inevitably impact and cause serious risks for the ambulance service in reaching destinations, including getting patients to emergency services in time.
The village is small and services are at capacity, including schools, dentists, gp surgeries etc., so this proposal going ahead would cause multiple issues for both local council and residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sk6

4850 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kevin Davis [1947]

Summary:

I oppose the plan for 250 new houses north of Cardiff Road, Dinas Powys. I am concerned about increased traffic congestion, hazardous cycling conditions, and pollution affecting local schools and nurseries. Public transport options are inadequate, especially for those with limited mobility. The narrow pavements along Cardiff Road and capacity issues at health centres and schools raise further worries. Flooding history suggests additional building risks increasing flood danger. What plans are there in place to ensure the existing wildlife habitat is not adversely affected? Past promises of infrastructure improvements have not been fulfilled, casting doubt on future enhancements.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgh

4851 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Andy Paterson [2045]

Summary:

I object to the proposed development of 250 homes on Cardiff Road, Dinas Powys. I am concerned about increased flood risk and drainage issues due to the loss of permeable agricultural land. The additional homes would worsen surface water runoff and flooding without clear and proven mitigation. Traffic congestion on Cardiff Road would increase, raising safety and pollution concerns. The site supports local wildlife, including bats and birds, and development would harm biodiversity which would be contrary to environmental and sustainability priorities. Local services are already stretched; additional demand could overwhelm healthcare and educational facilities. It is unclear how these services would be expanded to accommodate the increase in population. I urge rejection of this proposal.

Change suggested by respondent:

I strongly urge the planning authority to reject this proposal.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgx

4852 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs M A Hayley [2989]

Summary:

With regard to the proposed new homes in Dinas Powys, we strongly object as this project would cause chaos to an already over burdened infrastructure, which would have a detrimental affect to schools, health, traffic etc.
More detailed outlined proposals would be appreciated. The current plan would appear to disregard the above details.
I would be grateful for your reply on this matter.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sk8

4853 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Somers [1850]

Summary:

Too much existing congestion. Schools and GP's already at capacity, Increased flooding, Reduced greenbelt, Dinas Powys loosing its identity as a village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgd

4854 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mike Burden [2946]

Summary:

This development is not welcome. It's overloading the village, and will result in a loss of identity on top of all the other infrastructure issues. On top of that, the site floods.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4855 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Chris Lewis [2990]

Summary:

The village of Dinas Powys is already at capacity in terms of schools, doctors, and traffic on Cardiff Road. The development of 250 new houses near to the village would create an unsustainable situation for people living here and Dinas Powys would lose its identity as a village. There would also be concern around increased flooding risk to Cadoxton River.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4856 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Claire Warner [1562]

Summary:

I moved to Dinas because it is a village with a good local school. The proposed 250 additional homes threaten the village's status and strain the existing infrastructure, which cannot cope even after adaptations. Traffic congestion already occurs on Cardiff Road, and further expansion is impossible, risking chaos. Flooding and drainage issues will worsen with more homes. Crime and drug problems have increased due to more social housing, compromising the village's safety. I believe Dinas cannot support this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4861 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Ailsa Enos [2991]

Summary:

Erosion of green belt

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4866 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Michelle Doran [1782]

Summary:

Local infrastructure is already at breaking point. I've lived here for nearly 30 years and it's not getting any better; our standard of living is falling. What are we doing!!!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4867 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mathew Hobbis [2992]

Summary:

I object to the plan for 250 new homes behind Georges Row in Dinas Powys. Recent developments have already strained local infrastructure, causing severe congestion, delayed emergency responses, increased road pollution, and heightened flood risks due to more concrete covering greenbelt areas. Local services like healthcare and schools are overcrowded, and wildlife habitats are being lost. I believe these issues will worsen with the proposed development, and I urge reconsideration to protect the community and environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sk9

4868 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Charlie Laundon [2993]

Summary:

I oppose the proposed development in Dinas Powys due to concerns about traffic congestion and pollution, which could affect my chronic asthma. Having moved here for a healthier lifestyle, I believe the current infrastructure is strained and that adding 250 new houses next to an already congested road is unwise. I support more housing in the Vale but feel this plan is poorly considered. I urge supporters to visit Dinas Powys during the day to see the severe congestion firsthand.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skv

4869 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Janet Rayer [2994]

Summary:

I am submitting my strong objection to the above planning of 250 houses in Dinas Powys (planning Number HG1 KS2).
I cannot believe you are considering building more houses in a village already at capacity.
It will mean increased congestion. The traffic out of Dinas is dire already.
Flooding will only get worse as YOU are taking away our greenbelt.
There is one doctors surgery which is already struggling having had to take on clients from 2 Penarth surgeries that closed down and the new housing developments.
Please stop all this madness as this affects you too and future generations.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/skb

4874 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Marilyn Stansfield [2998]

Summary:

I have lived in the same house in Eastbrook for 58 years and have seen traffic problems increase and increase to being now utterly ridiculous. This is a main route from Barry to Cardiff road and the road just cannot cope as it is. Traffic is continuous from early morning until late evening and Pen y Turn Pike is closed or any other roads than it becomes a nightmare with so much pollution is unhealthy. As for the ridiculous plan to build 250 houses in the fields here (which have always flooded so it will be worse). Where are the children to go to school? All the schools are already oversubscribed!!! What about the Health Centre which is already struggling with the amount of patients so you're lucky to get an appointment so where all these incomers to go? Same with the dentists- the list can go on and on, and if every house that's built has at least 2 cars that will be another 500 cars trying to get in and out of Dinas Powys. The Government keeps going on about wellbeing yet they all happy to take away our Greenfields and country walks. I've walked and walked these fields and just feel there must be a better solution for places to build houses, soon all our wonderful countryside will disappear and we'll e left with nonstop traffic-sewers collapse as this road was not built for such traffic and we don't need it. Leave Eastbrook alone and don't add any more development to what was a lovely place to live.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2998 Stanfield Dinas (4874)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sfx

4875 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sheena Jenkins [1878]

Summary:

I am concerned that the development will increase congestion, with 250 homes adding 300-500 cars, worsening the already at-capacity Cardiff Road and Culverhouse Cross. Flooding risks will rise due to increased water runoff entering the Cadoxton River, which has previously flooded homes. Healthcare and education services are at full capacity, and emergency services will be overwhelmed. The development threatens wildlife habitats and reduces green belt boundaries, eroding the village's identity. Limited access to Eastbrook train station and existing infrastructure issues further support my opposition to this development.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgf

4877 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rachael Cronin [2999]

Summary:

I object to the proposed development due to concerns about increased traffic and highway safety, as the area already experiences high congestion. I am also worried about flood risk and drainage issues, given the site's history of waterlogging and potential for increased flooding. The loss of green space used for recreation would impact community wellbeing and biodiversity. Additionally, the development could strain local healthcare services, which are already near capacity. I ask that these concerns be taken into account in the decision-making process.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skd

4881 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Simon Evans [2176]

Summary:

Location totally unsuitable with how much it floods at the moment. Traffic on Cardiff Road is ridiculous already without adding a few hundred more cars entering/exiting this site every day once built. Plus the local roads are an absolute state with the sheer volume of potholes before adding all this extra traffic. And the services such as local schools, GP surgery etc are already at breaking point.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4882 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Oliver Payne [3003]

Summary:

The housing development for Dinas Powys would creat hundreds of additional cars on an already busy Cardiff road. There is no need for additional housing in Dinas Powys as houses are already taking a long time to sell.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4886 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Richard Hume [3005]

Summary:

Increased congestion of access and egress, more stress on local services including doctors and schools, more traffic pollution, higher risk of flooding, more noise and light pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4887 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Brown [2138]

Summary:

The proposals will cause negative impact on Dinas Powys, ruining village identity and rural nature of the area, destroying wildlife habitats and SSSI locations.
The road network is already unable to cope with existing traffic: pedestrian, cycle and equestrian use is dangerous with no pavement in sections, a situation made worse by adding 500 or more vehicles.
Cardiff Road, Mill Road and St Andrews Road are all prone to flooding, being impassable at times, and likely worsened by run off from the proposed development.
NHS Services, public transport and schools are overwhelmed and increased local population will exacerbate this problem.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4896 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Louise Hesp [1676]

Summary:

This development will have a significant impact on traffic through Cardiff Road in Dinas Powys which is already dreadful at all times of day. The Dinas Powys GP surgery already can't meet current demands and the schools are already over subscribed. This will also have an impact on wildlife who currently live in this green area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4897 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Hicks [3008]

Summary:

I would like to register my vote against the planning of the 250 houses being considered in Dinas Powys it has clearly not been thought through given that the area already has many problems i.e. traffic schools medical and basic infrastructure such a development would effectively cripple a already overburden system are the people responsible just in it for the financial gains wouldn't the better serve the community by addressing the issues to hand i hope you will realise this is a mistake and veer away from power and money

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/skf

4898 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Leovigildo Ferrer [3009]

Summary:

An additional 250 new houses means additional cars. Cardiff Road already experiences traffic during morning and afternoon.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skg

4899 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Julie Oaten [3010]

Summary:

No contingency for the additional traffic through the village.
No additional NHS resources for the already over subscribed doctors & dentist.
Flood risk
Environmental factors re wildlife

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4902 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Matthew Shields [1525]

Summary:

Increased congestion on roads already at or over capacity especially at busy times of day - school runs, work commute
Increased flooding risk as the run off from the site will flow into the Cadoxton River which frequently bursts it's banks, is not properly maintained and will only get worse the the dual risks from development and climate change
Doctors, schools, NHS and local services already at capacity
Loss of wildlife developing on green site and reduced greenbelt
Public transport, although close to Eastbrook station there is no facility for disabled access for the Barry bound trains.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4903 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lisa Burke [3013]

Summary:

The impact on existing local residents will be enormous. Particularly in terms of additional traffic, congestion, pollution, and road surfacing.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4906 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Sharon Smith [2173]

Summary:

In conclusion, Site 444 poses unacceptable risks to the safety, accessibility and rural character of Dinas Powys. Traffic congestion, flood risk and loss of village identity and pressure on local services are paramount concerns that must be addressed before any development is considered.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4908 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Cristina Moreau [2939]

Summary:

Concerns about increase of population, Dinas powys infrastructure can't support such a volume. Traffic is unmanageable as it is, unsuitable train stations, only one GP surgery. Concerns about increasing the risk of flooding in the areas adjacent to the proposed development. This is a major issue which I can't see how it's guaranteed to be addressed. I don't support this development

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4914 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Adey Jewkes [2096]

Summary:

The additional traffic on an already extremely busy road will make travel in and out of Dinas nigh on impossible during busy periods. This coupled with the fact that the local schools are already oversubscribed as well as as doctors means that local services will be stretched further. There is an active travel network within the proposed site, but nothing going through Dinas towards Barry making it almost laughable

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4915 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jo Hurley [3017]

Summary:

I want to object to the building of another 250 houses, I work in Penarth Marina and it currently takes me 20-25 mins to drive to work. Adding that many houses will increase traffic by approximately 350 cars per day, it will be grid lock. The infrastructure is not set up for that many houses. The schools and drs are already over subscribed - where will the new residents go?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4916 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rachelle Leake [3018]

Summary:

I object to this plan to build Dinas Powys can no way cope with this. Ludicrous no infrastructure, there is chaos on the road through at the best of times... this will cause standstill.
No sense!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4917 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rachelle Leake [3018]

Summary:

Ludicrous

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4920 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Cathie Jackson [2012]

Summary:

I am concerned about the proposed active travel route through the private lane in Georges Row, which leads to the back lane behind the properties at 26-40 Georges Row. The back lane is private, safe, and currently used for personal activities. The route could lead to increased anti-social behaviour, parking issues, and loss of privacy. I question how the council or developers can use private land where there is no public right of way. I also believe it is unfair that this proposal was introduced after the final Deposit Plan was published.

Change suggested by respondent:

If the development is to go ahead, the hedgerow should remain in place and the border between the new development and Georges Row should be secure, with no route through our private back lane.

Sound: No

Attachments: None

4923 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Stephen Bull [3021]

Summary:

There have been too many new houses built without improvements to infrastructure. Traffic is already terrible, as our public services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4925 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Richard Jackson [2333]

Summary:

I oppose the proposed development north of Dinas Powys, as it would reduce the green wedge and harm the village's identity, already impacted by Llandough hospital expansion. I am concerned about increased congestion on Cardiff Road, especially around the junction with Redlands Road. The secondary access point's ambiguity raises fears of increased traffic and safety issues. Local services are at capacity, and flooding risks remain unaddressed. The development would threaten wildlife, trees, and local privacy, while also raising concerns about transparency and the use of private land for new access routes.

Change suggested by respondent:

The only change that I think will have any reasonable positive impact would be to scrap the plans to include this site in the DRLDP.

Sound: No

Attachments: None

4938 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Margaret Donovan [3025]

Summary:

I object most strongly to the proposed development on the following grounds
Roads are already overloaded and cannot deal with the amount of extra traffic that will be generated
Where will the bus/cycle/taxi lane be repositioned? Also please bear in mind emergency services also use this lane
Schools are already oversubscribed
Health Centre cannot cope with existing patient numbers, to add extra will be detrimental to patient care

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4939 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Maurice Lawrence [3026]

Summary:

I have lived in my community since 1981 and have seen it grow significantly, losing its village character. I oppose the Eastbrook HG1 KS2 development, which would add 250 houses, increasing traffic and straining local services already at capacity. Roads are deteriorating and heavily used, especially by heavy goods vehicles and speeding private vehicles. Access via the A4055 would worsen congestion and delays. I believe this development would erode our community's identity and bring us closer to Llandough and Penarth, which I oppose.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skx

4940 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Carol Woodfield [1641]

Summary:

I have previously objected to the above proposal for houses to be built at Eastbrook, Dinas Powys. Yesterday, I noted that one of the proposed walkways highlighted in blue, uses a lane accessed from George's Row. This lane has never been adopted or maintained by the council and is used by residents to access their garages and the rear of their properties. How can private land be suggested as a viable access?

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sm3

4942 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Bryony Amesbury [1872]

Summary:

Flooding of the East brook, no increase in doctors/schools. Massive road congestion - have you seen it now!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4943 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim Edwards [1554]

Summary:

Dinas Powys (HG1KS2) is currently suffocating as a result of poor planning decisions, climate change, over population, traffic gridlock and pollution, flooding of residential properties, insufficient public maintenance services. Have you tried getting a medical appointment recently? We need consolidation NOT unnecessary expansion. Sort out the existing issues instead of making things worse. In addition building on wetlands will always be controversial. This is taxpayers money you will be misappropriating. I for one will campaign to make sure future buyers make informed decisions.

Change suggested by respondent:

This plan should be delayed until such time as the issues identified as summarised above have been addressed. Once addressed attention should focus on identifying a potential location which will avoid reintroducing those hitherto addressed concerns. We are taxpayers who fund these development processes, perhaps try placing human concerns ahead of statistics.

Sound: No

Attachments: None

4944 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs Peter and Sylvia Thompson [3030]

Summary:

I strongly object to the proposed construction of 250 houses at Eastbrook, Dinas Powys, citing concerns over increased traffic congestion, inadequate infrastructure, and pressure on local services. Having lived in Dinas Powys since 1968, I have witnessed significant growth that has worsened traffic, strained the health centre, and overburdened schools. The roads are already dangerous, with emergency services struggling to navigate. Building on this site would worsen flooding, diminish wildlife, and destroy the village's character. I believe this development is inappropriate and oppose it entirely.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/skj

4945 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Green [2203]

Summary:

I am against this development for the following reasons.
This development will cause the following problems. Increased congestion. Increased flooding. Doctors and schools already at full capacity. Reduces green belt. Loss of wildlife habitat. Dinas Powys will loose its village identity. Cardiff Road already at capacity due to development in Barry docks area. NHS services and 1st responders will be directly affected by additional demand and congestion caused by the development. Eastbrook railway stn. has no viable pedestrian access and the parking there is totally inadequate.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skh

4946 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Paula Bugler [3031]

Summary:

The plan is unsustainable unless significant work is done around infrastructure. The roads around Dinas are already overwhelmed with the current traffic. The access proposed onto Cardiff Road is a hazard to traffic and pedestrians. Air quality in this area will be impacted by the levels of stationary cars. The village is liable to flooding, from excess storm water and the current levels of waste water, any further homes will overwhelm the waste management system. The provision for nursery (both private and state) and schools are already over subscribed. The medical provision is already crippled by a lack of capacity.

Change suggested by respondent:

If there is a need for further housing then more planning and actual outcomes need to be put in place prior to any work commencing.
* waste management
* traffic management
* nursery and school capacity
* medical capacity
* air quality control

Sound: No

Attachments: None

4954 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Charlotte Blake [2923]

Summary:

I oppose the proposal to build a large number of homes on land that currently acts as a flood defence for Dinas Powys and Michaelston-le-Pit, as this would increase flooding risk and cause structural issues. The development would result in significant loss of green space, wildlife, and ancient woodland, causing irreversible environmental damage. Existing infrastructure is already strained, with overcrowded healthcare, poor public transport, and deteriorating roads, which would worsen with increased population. I believe alternative brownfield sites should be considered to avoid damaging the community and environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4956 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Laura Morris [3039]

Summary:

Concern of over whelming health services and traffic congestion

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4957 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Cath Thomas [3040]

Summary:

Traffic congestion and over whelming of Dinas Powys as a whole

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4961 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Brian Eccleshare [2099]

Summary:

I object to the LDP candidate site BP18A off Cardiff Road, Dinas Powys, due to concerns about increased traffic congestion on a major route, pressure on local facilities, negative biodiversity impacts, flood risks, and loss of green belt. I believe there are more suitable brownfield sites elsewhere in the Vale of Glamorgan that would avoid damaging local areas, and I am concerned that current planning decisions lack adequate consideration.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szz

4962 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Charlotte Thrupp [3042]

Summary:

I strongly object to the proposed development, citing inadequate site research and concerns over pedestrian safety on Georges Row, which is private land used by residents and vehicles. The plan ignores the need for additional healthcare facilities, risking overstretched GP services at Dinas Powys Medical Centre. It contradicts the Well-being of Future Generations Act by harming biodiversity, increasing flooding, and removing vital carbon sinks. The development will also lead to higher pollution and traffic, undermining residents' health and reducing access to green spaces and countryside.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skk

4965 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rebecca Rossiter [1601]

Summary:

I strongly oppose the proposed development. The plan suggests pedestrian access via a private lane at Georges Row, which will be resisted. A number of large vehicles, such as campervans and work vans, use the lane. Encouraging pedestrians to use it will put people at risk of harm from those moving vehicles. It claims the development will not impact traffic, yet encourages residents to avoid Cardiff Road, creating confusion. The proposal neglects the need for additional healthcare facilities, risking overburdening existing services. It contradicts the Well-being of Future Generations Act by harming biodiversity, increasing flood risk, and reducing green space that benefits mental and physical health. The development will increase pollution and traffic, further damaging the environment and community well-being.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/szp

4967 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Fearon [3043]

Summary:

I believe the proposed development of 250 homes will cause significant traffic congestion, especially along Cardiff Road, by adding 500-750 vehicles, similar to issues seen at Southra Park. Water runoff from Eastbrook may increase flooding and sewage problems in the area. Local healthcare and education facilities are already at capacity, and the additional residents would strain them further. The development threatens wildlife habitats and the Greenbelt. Parking shortages at local stations will worsen traffic and extend rush hours. Overall, I feel this proposal would harm Dinas Powys's community and environment.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skn

4968 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Michaela Fearon [3044]

Summary:

I object to the HG1 KS2 proposal for 250 homes, citing concerns about increased traffic, with 500-750 additional vehicles, causing congestion along Cardiff Road and access issues to Dinas Powys, Llandough, and Penarth. Water runoff from Eastbrook may worsen flooding and sewage problems. Local healthcare and education facilities are already at capacity, risking further strain. The development threatens wildlife habitats and the Greenbelt area north-east of Dinas Powys. Under-resourced stations may see more vehicle use, increasing traffic, and the village's character is at risk of erosion.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sky

4969 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jonathan Poley [3045]

Summary:

It is unbelievable you wish to build more houses where there is no room and no facilities to support them. Stop thinking about the money!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4970 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kathryn Wintle [3046]

Summary:

I object as Dinas Powys does not have the infrastructure to accommodate a large number of new houses. The village is already gridlocked with traffic and local schools and GPs are over subscribed. We also have flooding issues which will be exacerbated causing misery to our friends and neighbours. As a council you already know this and it would be irresponsible of you to grant the application. Please do not continue with this until all the remediating actions are put in place to accommodate a huge increase in population

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4971 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Anne Jones [3048]

Summary:

I cannot believe that such a huge development can be contemplated. DP is already saturated to the gunnels and has long since stopped being the “village” I moved to 40 years ago. We are not part of Penarth, Llandough or Cardiff, which this development will further. Where are the schools, surgeries and infrastructures which require this “city” to work. Try getting out of DP at 8.30 am for a hospital appointment at Llandough at 10.00 am and you’ll just about make it!

Change suggested by respondent:

Abolish

Sound: No

Attachments: None

4972 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Ceri Morgan [3049]

Summary:

Risk of flooding greatly increased .Traffic issues greatly increased .Lack of spaces at schools and GP ‘s will be a huge issue .

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4973 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Michael Hicks [3050]

Summary:

The current infrastructure in Dinas Powys cannot support the amount of additional houses proposed, inclusive of the current state of roads, Doctors surgery, schools, nurseries and access and egress through Dinas.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4974 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Geraint Scott [2048]

Summary:

Insufficient thought has been given to the lack of resources available to support this new housing area. This includes basic medical provision. Adding to the already over subscribed provision poses a significant risk to all. The roads infrastructure in Dinas Powys is not fit for purpose as it is with significant delays even outside peak travel times.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4975 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Stacy Scott [3051]

Summary:

Way too much traffic congestion already - more homes brings more cars. Schools are already full. Already difficult to get a doctors appointment. More houses means less appointments available. Bigger stretch for the NHS and the local ambulance crews. Waiting 5 hours for an ambulance already - be longer with more housing and more people. There is an increased flooding risk. It has already caused havoc that has not been resolved yet with houses not receiving their flood proof doors. I do not want Dinas Powys to turn into a town. Affects way too much wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4979 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim James [3052]

Summary:

The infrastructure does not cater for the current volume of traffic, it would be so much worse with 250 more hoses.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4981 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jennifer James [3053]

Summary:

Can't get an appointment with a doctor, schools are over crowded and it's currently impossible to travel on the road through Dinas Powys at any time of day due to congestion, 250 more hoses in this location will just make matters so much worse, isn't that obvious.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4986 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alexander Whitehurst [3055]

Summary:

I am very concerned about this plan and wish to strongly object. Building on green belt, lack of infrastructure, traffic congestion, lack of schools and doctors and buckling an already stretched system. Flooding will be critical. This has to stop.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4989 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Dianne Hayes [3058]

Summary:

Flood risk
Pollution
healthcare
Education
Traffic management
Utilities
Wildlife
Travel

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4992 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Peter Robinson [3061]

Summary:

Dinas Powys/Llandough just does not have the infrastructure to support this many new homes. The doctors surgery already seems to be at breaking point and the roads are already way over subscribed and suffering from lack of maintenance. Without a Dinas Powys bypass this is unfeasible. Not to mention the potential issues with flooding.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4994 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Taylor [3063]

Summary:

Objection to Site HG1 KS2 (Land North of Dinas Powys)
As a Dinas Powys resident, I strongly object to the allocation of HG1 KS2 for up to 250 homes. The site would cause unacceptable traffic congestion on already overloaded Cardiff Road and local junctions. It would erode the valued countryside gap, harm the Special Landscape Area, and strain schools, GPs, and drainage infrastructure. Brownfield options should be prioritised first. This development is unsustainable and contrary to preserving Dinas Powys' character.
Resident, Dinas Powys

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4995 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Avril Terrar [3066]

Summary:

Dinas powys is congested without the need for more housing. The infrastructure won’t support and is on the verge of collapse. The roads are always congested, there aren’t enough schools, doctors and dental surgeries to support the population as is. The roads are in a dangerous state and I am sick of the council not listening to the people they serve.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4998 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Kate Williams [3067]

Summary:

Every resident in Dinas opposes this plan! And the fact you make it so difficult to object. Shows you know this.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5001 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sian Board [3070]

Summary:

The road out of and into Dinas Powis is already heavily congested and adding more houses will make this intolerable. There aren't enough school places and doctors for those of us who live in Dinas Powis already. Dinas Powis is a village and we don't want to be joined to Llandough/Penarth.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5002 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Nigel Williams [3071]

Summary:

As Regards Plan HG1 KS2
I consider the plan and over development. The infrastructure cannot take another 250 house. Cardiff Road is extremely busy all day. The health centre, schools etc are at capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxw

5003 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Valerie Leung [1480]

Summary:

I object to the allocation of Site SP4 KS2 in Dinas Powys, considering it unsound, inconsistent, and contrary to national planning policy. The site was previously rejected for similar constraints, and its designation within a Green Wedge aims to prevent settlement coalescence and protect open countryside, which would be compromised. The assessment process shows inconsistencies, and there are significant concerns regarding highways, traffic, air quality, flood risk, sewage capacity, education infrastructure, and the loss of valuable agricultural land and natural habitats. I request that the allocation be removed.

Change suggested by respondent:

Requested Action It is respectfully requested that: The allocation of Site SP4 KS2 be removed.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxf

5004 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sheila Allsop [1918]

Summary:

HG1 KS2: Planning Reference: Whoever came up with this idea for 250 homes on the land at Eastbrook has obviously never had to access Dinas Powys at any time of day as the traffic through here at all times is utterly ridiculous. Not only do we not have the capacity for anymore traffic the doctors surgery is at capacity also dental practices, schools as well are full. As has already been demonstrated by flooding issues over the past couple of years the infrastructure e.g water and sewage system is under serious pressure as demonstrated by the burst mains at the latter part of last year. Also access to the sight onto the only road through here is farcical to say the least. I have lived in Dinas since 1975 and have watched the ruination of this VILLAGE it certainly needs some serious thought concerning this pathetic proposal.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxg

5005 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Stuart Keeping [3073]

Summary:

I object to the above plan for two main reasons: increased risk of flooding and increased traffic.
I do not object in principle to adding new houses in Dinas Powys as I recognise the need to provide more homes, however prior to building new homes it is necessary to make improvments to the managment of the Cadoxton river and the road infrastructure.

The council will be aware of flooding which occured in the village in December and February 2020. Recently in early January 2026 there was an alert to residents who live in the most flood-sensitive parts of Dinas Powys, due to anticipated heavy rainfall. Due to Global warming it's inevitable that further flooding will occur and flood avoidance measures need to be planned. I have not seen evidence of significant improvements in managing potential flooding in the village since the 2020 floods. Measures neeed to be put in place to store water in the upper reaches of the river . Furthermore it's obvious that adding more housing with tarmac and concrete replacing fields will reduce the capacity of the land to absorb rainfall and furthe rincrease the risk of flooding . The risk of flooding needs to be reduced prior to further adding more stress on the drainage system.

I have lived in Dinas Powys for about 25 years and the traffic has increased significantly over the past 2-3 years. The traffiic is heavy on Cardiff Road which is the main thoroughfare between Cardiff and Barry through the village. The addition of significant new housing at the top of Murch Crescent (former site of the Dinas Powys part of St Cyres school) has further added to the traffic. I cycle along Cardiff Road from the village to llandough Hosptial on my way to work and know that the traffic at rush hour times is extremely slow, This situation is reversed at the end of the day with traffic proceeding very slowly heading through Dinas on the way to Barry. Adding further houses will of course further increase the problem . There is a therefore a strong need to increase the infrastructure of the road system , perhaps by providing a relief road parallel to Cardiff Rd, or by other means? prior to building new houses. I look forward to hearing your arguments on this matter and am happy to discuss it further.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxh

5006 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Victoria Williams [1861]

Summary:

I would like to express my objections to the above-referenced planning proposal. Whilst I agree new houses are needed, I totally disagree with the positioning of the proposed housing development. They will be placed on a much-needed natural drainage area, resulting in an increased risk of flooding of the established houses. Along with the subsequent environmental consequences. Cardiff Road and the junction by the Merrier Harrier public house are already very congested, with no meaningful way of increasing road capacity or the possible introduction of viable "active travel" lanes, as the road is largely too narrow and surrounded by houses on both sides. How will A4055 cope with increased traffic? The infrastructure in Dinas Powys is already stretched to its limit with over-subscribed schools, GPs, dentists etc. The public transport provision is inadequate, especially for busy residents who need to get their children to school and themselves to work by the required time. Dinas Powys is a village with beautiful green spaces, walkways, and areas of natural beauty that add character and charm to the village. This development will severely impact the village greenbelt, the environment, and the quality of living environment in the village. As a council that is driven by the environment, green policies, and an anti-car agenda, are there plans to increase the bus provision? Will these houses be carbon neutral? Will they all have solar panels? Will trees be planted as an offset to the removal of a greenfield site? How will the children fit into already over-subscribed schools? Please consider the negative impact this housing estate will have on an already overpopulated area with limited infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/smr

5011 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Angharad Gaylard [3024]

Summary:

I am writing to formally object to the proposed development on Cardiff Road. I have lived in Dinas Powys for over 15 years and am a married mother of two. We chose to raise our family here because of its strong sense of community, village character, and the balance it offers between accessibility and quality of life. I am deeply concerned that continued large-scale development is gradually changing that balance in a way that feels unsustainable. Cardiff Road is already a heavily used main route between Barry and Cardiff, and congestion is a daily reality, particularly at peak times and during school hours. As a parent, I am particularly concerned about the impact of additional traffic on road safety, air quality, and noise levels. Increased vehicle movements would not only add to existing congestion but could also undermine efforts to promote safer and more sustainable travel within the village. Local NHS services, including the GP surgery and pharmacies, are already operating under noticeable pressure. Appointments can be difficult to secure, and waiting times are increasing. Without clear and guaranteed improvements to infrastructure and healthcare provision, further housing growth risks placing additional strain on essential services that families rely upon. The loss of green space is also deeply concerning. These areas are not simply undeveloped land, they contribute to biodiversity. Gradual erosion of spaces like these diminishes both environmental sustainability and the distinctive village atmosphere that makes Dinas Powys the place it is. In its current form, the proposal does not appear to demonstrate that the necessary infrastructure, highway capacity, environmental mitigation, and community facilities are in place to support sustainable growth. For these reasons, I respectfully urge the Council to give significant weight to the impacts of development and to protect the long-term character and sustainability of Dinas Powys when determining this application.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxj

5013 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr M L Ham [3076]

Summary:

Roads and services are already at breaking point.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sxx

5015 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Alison Harries [3078]

Summary:

The allocation of a further 250 homes at the planned site is directly off Cardiff Road which brings increased congestion in an area which is regularly at gridlock status.
Our road infrastructure is at capacity it cannot cope now let alone with the increase in the volume of cars that extra housing will bring.
The increase in traffic is particularly concerning given the proximity to Dinas Powys infant school. There are two major areas of risk, pupil safety and exposure to vehicle emissions. It raises the likelihood of accidents during drop off and pick up times. Increasing congestion makes visibility poorer for drivers and pedestrians. It creates increased dangers for families crossing the road at crossing points. Schools should be a safe zone where children can travel independently and confidently. Increasing traffic undermines that principle. Car fumes contain nitrogen oxide and pollutants known to negatively affect health. Increasing traffic leads to higher concentrations of those pollutants. A clear risk to children and families, compromising future health to everyone. The infrastructure support is inadequate, the doctors surgery and local schools are already at capacity. My last concern and probably the most worrying is additional homes in a flood prone area. Dinas Powys has flooded many times, more in recent years as our environment changes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3078 Harries Dinas (5015)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjc

5017 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Richards [3079]

Summary:

Dinas Powys road and sewerage network insufficient capacity to support 250 new homes. Cardiff/Barry Road is gridlocked during peak times already Frequent flooding during very heavy rain to low lying areas around Mill Brook and Cadoxton river. Strategic Flood Consequences Assessment misrepresented - the flooding assessment for the RLDP shows the Vale and their consultants JBA Consulting suppressing the December 2020 flooding in Penarth/Cosmeston and Sully and *lying* that the measures taken in Dinas Powys for *individual house protection* dealt with the Cadoxton flooding issue. It did not
Local Doctors already at capacity
Local schools already oversubscribed

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5018 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alan Griffiths [3080]

Summary:

I like many Dinas Powys residents have serious concerns with this application. We have concerns and issues with the following. Traffic flow on the Cardiff Road, not only at peak times but throughout the day, this includes traffic coming from Barry going into Cardiff. There are issues with the availability of doctors appointments currently, even without future increases in local population. Lack of dentistry. School availability and the severe congestion at school opening and closing times. There are also concerns regarding surface water flooding, which is likely to increase over time due to global warming and anticipated wetter winters. Traffic flow and traffic signal timing at the "Merry Harriers" junction and the Cardiff Road junction with Redlands Road, impacts the traffic flow through Dinas Powys. The signal sequencing and road condition at the "Barons Court" junction with Penarth is deteriorating. Any increase in housing in and around Dinas Powys will also increase the traffic flow "rat run" via Penyturnpike Road to Leckwith which is a narrow and poorly maintained highway. Dinas Powys is also subjected to power outages, has electrical capacity been factored into this project?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3080 Griffins Dinas (5018)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjd

5019 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sara Siddall [3082]

Summary:

I oppose the proposed housing development at Eastbrook, as it would harm the village's green space and alter its character. Eastbrook acts as a natural buffer, and additional development could worsen existing infrastructure issues like traffic, schools, and healthcare. The loss of green space threatens Dinas Powys's rural identity and could lead to further encroachment. I believe the proposal should be reconsidered to protect the environment and community interests, ensuring the village remains a desirable place to live.

Change suggested by respondent:

GP Surgery, schools and infrastucture needs to be looked at before planning is approved.
There has been a huge increase in traffic since more houses were buit in Barry with gridlock on Cardiff Road and Penyturnpike traffic increased with drivers having no care for any speed limits. This also needs to be addressed first.

Sound: No

Attachments: None

5020 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Valerie Pronence [3083]

Summary:

I am concerned about the plan to approve the building of a new housing estate in the area between Georges Row/ Highfield Close and Cardiff Road, Eastbrook, going towards Llandough Hospital,
My main concerns :-
1) Flooding : I am concerned this will increase the flood risk: repeated flooding in Dinas Powys, including Cardiff Road, and many houses a few years ago Also historically in Eastbrook. This causes ongoing anxiety as well as the misery of the flooding itself.
2) Doctors-they are taking on more and more people, including after a closure in Penarth and I personally believe the service is deteriorating. Where will people register?
3) Schools: where will they go ? Also the infant department of the school is right by Cardiff Road and its pollution. Will that get worse?
4) I understand there is a thought, not in the plan, for an active route along the Lane running by and behind the newer block of houses on the north side of Georges Row. This is a private back alley held by the households, / am told, and there is no right of way for access to an estate. There is a public right of way at the top of Highfield Close. Also, surely pedestrians and cyclists could access Cardiff Road from the road/pavement entrance/exits for the estate. I express an interest as a relative lives there and says the householder are very concerned, including about security.
5) Cardiff Road 5 already a ''nightmare' at peak times

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3083 Pronence Dinas (5020)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjw

5021 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Nicola Foxwell [1749]

Summary:

How on earth is Dinas Powys and its infrastructure going to be able to support further development. The village is already oversubscribed in the schools and health centre. It is impossible to get a gp appointment now. Cardiff road, (where the development is proposed exit and entry) is already at over capacity. Travelling from Dinas Powys to Penarth and Cardiff is a nightmare journey with the road congested through most of the day. Cardiff Road was at capacity 5 years ago and there have been no upgrades since. Ten minute journeys take over half an hour. No new roads are promised, no new facilities are promised just more and more houses destroying our valuable countryside and environment eliminating wildlife on the way. More building will cause more flooding issues in an area which is already a high risk flood area. Does no one in the council have any sense at all. There are much better sites to consider than this one which will be ruining a valuable green belt area and will lead to the merging of Dinas Powys with Llandough. IT IS ABSOLUTELY RIDICULOUS.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1749 Foxwell Dinas (5021)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjf

5023 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Stephanie Atkins [1923]

Summary:

My main objection to houses on Cardiff Road is the increased traffic. My day can be dictated by what is on the road. I often wait until the flow reduces. Then there's accessing Cardiff Road from Railway Terrace. We are at the mercy of other drivers, who slow down to let us out. With extra traffic lights on Cardiff Road, I very much doubt there'll be much consideration for people trying to success the flow.
Also the lack of any amenities in Eastbrook means always having to use a car. My nearest shop is at least half an hour walk for me as I am an OAP and Blue Badge Holder. The added car owners will all have to use cars for school pick ups, shopping, accessing work, hobbies, doctors, dentists. The list is endless and so will the car use also be, with the extra houses also proposed off Sully road, the area will be carnage. It's sad that there seems to be no consideration for anybody. Flooding is also a concern as there are existing problems which will be exacerbated by more demands.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1923 Atkins Dinas (5023)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjg

5024 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs Roy Gee [1733]

Summary:

We strongly oppose the proposed planning permission for 250 homes on Cardiff Road. Is this just the start for further planning in the same area. Reasons for oppositions at HG1 KS2. 1.Increase traffic affecting emergency services especially to hospitals. 2.Green belt impacted along with wildlife. 3.Over stretched doctors and schools. 4.Risk of flooding.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1733 Gee Dinas (5024)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3rv

5025 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs M Perkins [2251]

Summary:

I wish to object to the plan to build 250 new homes on the site below Llandough Hospital towards Cardiff Road, Dinas Powys. This is a green belt boundary and will result in destroying habitats for wildlife and increase possibility of flooding in homes in Dinas Powys. Cardiff Road is already congested and buses are unable to keep to their timetables. With additional cars from these new houses it will be impossible for emergency services to reach people quickly. It is already very difficult to get an appointment at the doctors and schools are full and over subscribed. I therefore object very strongly to these 250 new houses being built.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2251 Perkins Dinas (5025)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjj

5026 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Victoria Pici [3084]

Summary:

My concerns about the new development in Dinas Powys are because of the increased traffic and congestion it will bring. I am also concerned that local public services are at capacity. There is also the impact the new development will have on wildlife including the reduction of the greenbelt.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5027 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Judith Richards [1731]

Summary:

250 new homes could bring 300-500 additional cars. Cardiff Road is already congested on a daily basis; causing pollution to residents. There would be an increase risk of flooding with water running off the Eastbrook site into the Cadoxton rives and flooding homes in the village.
There would be loss of wildlife; bats are seen nightly directly behind High field close. There are also buzzards and owls in the fields between Highfield close and Llandough Hospital Local primary and secondary schools
are full and over subscribed. Local doctors are at capacity
Dinas Powys' population is continuously increasing and will lose its identity as a village. The green belt boundary will merge Dinas Powys with Llandough this space should be preserved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1731 J Richards Dinas (5027)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjk

5028 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ieuan Richards [1729]

Summary:

This proposal would lead to the permanent destruction of a well established ancient green eco-system and the habitats of wildlife's including a variety of animals, birds, bats, insects, trees, plants and invaluable flora etc.
Inadequate infrastructure-road are already over capacity and are constantly blocked leading to dangerous and life threatening situation for pedestrians, in particular school children. Buses and trains are currently full at capacity and currently can cope adequately for passengers. More traffic will lead to increased pollution for residents. Schools are currently full to capacity. The medical centre is oversubscribed.
The area proposed is prone to flooding and more rainwater washing into the Cadoxton River will invariably lead to further and more frequent flooding on Cardiff Road and the village. This will also increase the likelihood of water pollution. Over exploitation of the green wedge will change the nature of Dinas Powys from village to town.
The loss of the current eco-system will have a detrimental impact on the wellness and mental wellbeing of many residents who ramble freely on this land at present.
The greywater sewage outfall from Llandough hospital seeps into this area which is neither safe or healthy for a new housing area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1729 I Richards Dinas (5028)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sjm

5064 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Sarah Teagle [3110]

Summary:

The local road network is already at capacity. Increasing the volume of housing via sites such as 444 and HG1 KS2 will lead to further gridlock on Cardiff Road. The existing infrastructure is insufficient to support the resulting increase in traffic, posing risks to road safety and local air quality.
Furthermore, the site suffers from lack of adequate travel infrastructure and impacts local sites of woodland interest that provide essential ecological buffers and are vital for local biodiversity.
The cumulative impacts of sites around Dinas and Llandough represents an overdevelopment of the area and a burden on the community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/skq

5065 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Darren Hubbard [3113]

Summary:

I strongly object to this proposed new housing development as it will have a big impact on the village if the 250 homes are approved. It will bring further congestion to our roads and especially Cardiff rd as it is one of the main roads used as a thoroughfare. The road is always busy with traffic and slow moving and potentially further cars from the new houses will be a nightmare.
The local schools will not cope and they are over-subscribed already. Also doctors in Dinas Powys are at capacity as trying to get through to them at present times is very difficult and it will be worse with these further homes if built. There will be increased flooding to homes as it is at a high level now which has damaged homes due to the river cadaxton bursting and I as a resident was affected by this a few years ago. With all these things and issues in mind this new housing development simply cannot go ahead.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3113 Hobbard Dinas Redacted - https://valeofglamorgan.oc2.uk/a/t43

5071 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Christopher Bates [2248]

Summary:

I object because-
1. Doctors and schools already at capacity
2. Increased congestion
3. Increased flooding
4. Limited access to Eastbrook Train station and parking at that train station
5. NHS services-Llandough hospital will be affected by the additional demand and congestion brough on by the development.
6. Reduced greenbelt
7. Cardiff Road, through Dinas Powys is the only through route for traffic from Barry, Rhoose and Llantwit Major other than Wenvoe Road which also suffers from congestion at Culverhouse Cross. The impact of such congestion will lead to air pollution which is already manifest at current levels-a real health hazard. And lastly if a by-pass is not forthcoming, problems will only further multiply.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2248 Bates Dinas 5071 Redacted - https://valeofglamorgan.oc2.uk/a/t79

5072 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Moffatt [3114]

Summary:

I strongly object to the proposal for new housing (250) in Dinas Powys

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/szg

5077 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Susan Teagle [3115]

Summary:

I object on the following grounds
1) increase in flood risk to existing properties
2) Dinas Powys is at present classed as a village. This will increase size to a town, with none of the facilities needed by a town.
3) Loss of countryside
4) Considerable increase in traffic on already congested roads which are badly maintained.
5) Increase of patients at an already over-capacity health centre.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3115 Teagle Dinas (5077)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/szk

5079 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sian Ellis [3118]

Summary:

I am against this development for several reasons. 1] Flooding - I live in an area at risk of flooding from the River Cadoxton and regularly have flood alerts from the environment agency. Cardiff Road flooded a few weeks ago and I had water coming up my drive towards the house. Building all the houses on the proposed site will lead to more water entering the brook along Cardiff Road which cannot cope with severe rain as it is. This drains into the River Cadoxton which then floods houses within its path. 2] Traffic - Cardiff Road cannot cope with the traffic at present so more houses will equate to an average of 2 cars per property all entering Cardiff Road causing gridlock. 3] Lack of infrastructure - The doctors surgery is already over subscribed and causes great difficulty getting appointments. If all the new residents in the development register at the practice, getting an appointment will be impossible. The schools in the village are also full so where are all the children from the development going to go to school? 4] Active travel is not achievable - the station has limited access especially to the disabled and those with prams. The trains are unreliable and often get cancelled There are not enough parking spaces at the station to facilitate a park and ride service Walking routes are not suitable along Cardiff Road due to the narrow pavement on the brook side of the road and also the pollution used by the heavy traffic. 5] Congestion on Cardiff Road already makes it very hard for emergency vehicles to get through. All the extra vehicles will make this even harder. 6] Loss of green space. The village will become one with Llandough losing its village status. The land used for the houses means less green space for walking and will also have a huge impact on the wildlife.

I think this development is ill thought out and the council should consider more suitable sites. The Vale is a large area so why do all these houses have to be crammed into a village which is already too large for its infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3118 Ellis Redacted 5079 - https://valeofglamorgan.oc2.uk/a/spn

5081 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Sarah & Lee Murphy [3119]

Summary:

We strongly object to 250 more houses being built on Seel park area in Dinas Powis. We have lived in this area for 20 years, And travelling back an fore work has been a nightmare since the St Cyres, Behind Eastbrook train station and cross common road sites were all built. Total disrespect to the people who live in this area so far. We do not have enough facilities in the area as it is. Hence why we are waiting 2 weeks just for a phone call from the doctor!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/sm5

5084 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Dewi Gaylard [3068]

Summary:

I oppose planning application HG1 KS2 for 250 homes on greenfield land near Dinas Powys due to concerns over traffic, flood risk, strained local services, biodiversity loss, green space reduction, limited public transport, community impact, and policy non-compliance. The site's environmental and landscape value, existing congestion, floodplain vulnerability, and infrastructure capacity issues are not adequately addressed by the developer's mitigation claims. The development conflicts with national and local policies, threatens community identity, and causes irreversible harm. I believe it should be refused based on these grounds.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/smc

5086 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Jane Brocklehurst [3121]

Summary:

I object to this housing on cardiff road, dinas powys.
We are at gridlock already

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/smf

5087 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rebekah Hubbard [3120]

Summary:

Strongly object! How can this be approved? Where is the common sense? Dinas Powys is a village and it is already being destroyed by it being used as a thoroughfare. Traffic is already building up daily with cars at a standstill or moving. These extra proposed houses will undoubtably cause havoc with approx. 300-500 cars on roads that are already overused and unfit for cars to drive safely (the pot holes are ridiculous and dangerous. One just filled in our street was already failing the same day. Schools are at capacity already, not to mention underfunded and unable to provide for local children who are struggling with/ND/trauma background. I digress. Not to mention the doctors surgery not coping, unable to get through to make appointment. The risk to flooding is high to a village already hit hard from previous flooding. This proposed 250 houses cannot go ahead. There is no reasonable argument to be made for this to go ahead. There are other reasons to which I haven't mentioned yet. NHS emergency vehicle access will only be greatly affected. Only today I witnessed the heavy traffic on Cardiff Road, and two emergency vehicles struggling to get past traffic at a standstill. Lives are already at risk due to volume of traffic, this will only put greater pressure on the amazing NHS staff who already operate under crazy conditions.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3120 Hubbard Redacted 5087 - https://valeofglamorgan.oc2.uk/a/spk

5089 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Carolyn Mirza-Davies [1686]

Summary:

I am concerned that the RLDP proposals for Dinas Powys rely on outdated or incomplete data across transport, air quality, and flood risk. There is no specific traffic capacity assessment, clear mitigation plan, or detailed sustainable transport measures. The flood evidence is obsolete, not reflecting the 2020 flood event, and lacks updated modelling or mitigation strategies. These deficiencies raise doubts about the safety, sustainability, and overall soundness of the plan. Until these issues are addressed with current, detailed evidence, I believe the RLDP cannot be deemed sound for Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/smx

5090 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Louise Passchier [2068]

Summary:

I object to HG1 KS2

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/smk

5092 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Linda Wilcock [3125]

Summary:

I oppose the proposed plan due to concerns about traffic congestion, as daily commutes are already difficult. I am worried about increased flooding risks, particularly after recent culvert failures and river floods, which could worsen if natural water barriers are removed. The area is rich in wildlife and green spaces, which would be destroyed, impacting local biodiversity and leading to increased pollution. The destruction of greenbelt land will then effect the identity of Dinas Powys as it divides Dinas and Llandough. There is a lane on the planning into Georges row which does not belong to the council it's a private lane and narrow. There is only limited parking at Eastbrook station and schools and doctors surgeries are already full and oversubscribed, without further development. I urge rejection of the plans.

Change suggested by respondent:

Reject plans for HG1 KS2.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/smp

5093 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stephen Keogh [3126]

Summary:

I object to the development on the following grounds:
1. It will lead to even more congestion on Cardiff Road, which is constantly busy. It will also lead to increased pollution.
2. The local health centre and schools are already at capacity.
3. Increase the risk of flooding as the water run off from the site will impact on the Cadoxton river.
4. Loss of village identity
5. Reduction of greenbelt land
6. Loss of wildlife in the area
7. Emergency services will be adversely affected by the additional congestion brought on y the development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3126 Keogh Dinas (5093)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/smq

5094 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Janice Hooper [2144]

Summary:

Increased congestion + pollution of air. Increased flooding which you have lied about. Doctors and schools already at capacity. Loss of wildlife. Breaking law too near to Llandough. I have already sent a detailed letter from a very reliable source check your legality of this.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2144 Hooper Dinas (5094)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sn3

5095 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Joyce Evans [2015]

Summary:

I am protesting the proposed plan to build 250 houses on land at Eastbrook. I was unable to attend the consultation events but am concerned about flooding risks, as the brook runs in front of my property and previously flooded on Christmas Eve a few years ago. Building houses on the contributory of the brook and the fields could increase the risk of flooding for our homes and main roads. I urge the council to consider these issues and take action to protect residents from potential flooding problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/snt

5098 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stephen B Hann [1986]

Summary:

I am protesting the proposed plan to build 250 houses on land at Eastbrook. I was unable to attend the consultation events but am concerned about flooding risks, as the brook runs in front of my property and previously flooded on Christmas Eve a few years ago. Building houses on the contributory of the brook and the fields could increase the risk of flooding for our homes and main roads. I urge the council to consider these issues and take action to protect residents from potential flooding problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sn9

5102 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Peter Coleman [2116]

Summary:

I object to the proposed development at Eastbrook, Dinas Powys on five grounds. It would worsen congestion on the busiest road, contradicting the purpose of the New Roads and Street Works Act 1991. The development could increase air pollution and conflicts with Welsh Government's moratorium on new roads, as it plans for new road construction. It risks flooding by disrupting natural drainage and may overload the local health centre, reducing service quality. I urge the council to address these concerns and stop this plan.

Change suggested by respondent:

Address concerns.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/snf

5107 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Josh Andrews [3128]

Summary:

I strongly object to the plan to build 250+ new houses on Cardiff Road in Dinas Powys. Having lived in the village for 7 years I am shocked at these proposals. My previous house on Greenfield Ave flooded in 2019 and this will only add to the flood risk. The roads are simply not fit for purpose with all the Barry traffic into Cardiff, adding more would be madness. The doctors and schools are at capacity. We simply cannot have more houses in Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/snj

5109 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Malcolm Lane [3130]

Summary:

I was born in Eastbrook and have lived in the district either Eastbrook or Llandough for the rest of my life. As you can imagine I have witnessed tremendous changes with development, it has changed from a lovely village where people wanted to live to an almost gridlocked area where most of the time you are stuck in traffic from Llandough through Eastbrook to Dinas Powys. It has become almost impossible to get a doctors appointment and the future for the one school we have for our children looks more than desperate. I realise people have to live somewhere but Dinas Powys and district looks way past it's sell by date. To accommodate the sort of development that is currently being subjected, that is the plan to build a massive number of houses in the Eastbrook area converging on an already extremely congested road leading to the traffic lights at Llandough. If the reason is money for the council I have lots of ideas where money could be saved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3130 Lane Dinas (5109)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/snm

5111 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stefan Passchier [2276]

Summary:

I am concerned about the development's impact on local services, infrastructure, and the environment. The NHS faces capacity issues, with difficulties securing GP appointments and hospital limits. Do the council intend to increase capacity for health services in the area, for example more GP surgeries, staffed with GPs, nurses and support staff? Schools are already full, and more will be needed. Do the council intend to build and staff more schools for the increase in demand that a new development would result in? Traffic congestion, pollution, and stretched train services will worsen with increased development. The greenbelt and wildlife habitats will be harmed, and flooding risks will rise due to additional building and pressure on water infrastructure. I question whether the council plans to address these issues proactively.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/snp

5119 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Yu Sing Leung [3132]

Summary:

I strongly oppose the proposed HG1 KS2 Eastbrook allocation in Dinas Powys, citing concerns about community safety, environmental damage, and inadequate planning. The development would permanently destroy a vital green space and wildlife habitat, conflicting with Welsh and UK legislation including PPW11, TAN 15, and the Wellbeing of Future Generations Act. Issues include traffic congestion, flood risk, lack of ecological evidence, and inadequate infrastructure for new residents. This development undermines policies on green infrastructure, biodiversity, and sustainable transport, and would irreversibly harm the village's character and wellbeing.

Change suggested by respondent:

Please remove HG1 KS2 Eastbrook from the RLDP.

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/sy4

5136 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Sara Collins [3139]

Summary:

The road infrastructure cannot support the proposed level of housing, the result will be more pressure on facilities and poor air quality as traffic queues build throughout the day, particularly around Dinas Powys Primary school.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5137 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Bethany Barnham [1551]

Summary:

I object to HG1 KS2 as it conflicts with the purpose of the Green Wedge separating Dinas Powys and Llandough and is inconsistently assessed against nearby rejected sites. The village already faces documented surface water flooding, with the Section 19 report confirming drainage failure from land north of the settlement. Traffic congestion on Cardiff Road is severe, public transport is inaccessible and unreliable, and additional housing would increase car dependency. Air quality is monitored locally and further congestion would raise pollution near schools, affecting residents. Schools, healthcare and drainage infrastructure lack demonstrable capacity, making the allocation unsustainable and unjustified.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5138 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lauren Barnham [3141]

Summary:

I object to HG1 KS2 as someone with health and mobility issues who already finds transport and access in Dinas Powys difficult. Cardiff Road regularly suffers severe congestion and the village can become gridlocked when incidents occur on Pen-y-Turnpike Road, making it harder to reach medical appointments. Rail stations are not fully accessible and services are unreliable during flooding, while buses have limited wheelchair space. The Section 19 flood report confirms runoff from land north of the village has already overwhelmed drainage systems. Additional development would worsen flooding risk, traffic and pollution, strain schools and healthcare making the proposal unsustainable.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5139 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Charlotte Wise [3142]

Summary:

The roads, schools, trains, doctors, pharmacy's, plumbing and drainage will not be able to cope with this number of additional homes. Cardiff road is already a stand still most of the time, trains are too full to use at peak times and the roads are full of pot holes.
Further more, Dinas could risk losing its community village feel which we all love.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5140 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss maxine hadley [1916]

Summary:

Cardiff Road is already heavily congested and widely used as a rat run. Adding around 250 homes would significantly worsen traffic, and the road network does not appear capable of accommodating this safely.
Local GP services are already under considerable strain, with residents often struggling to obtain routine appointments. Additional population growth would place further unsustainable pressure on already overstretched provision.
Schools are at or near capacity. This development would place further unsustainable pressure on both.
Dinas Powys receives less infrastructure investment and maintenance than nearby Barry and Penarth. Existing deficiencies should be addressed before further growth is allocated.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5141 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Caroline Hadley [3143]

Summary:

Ks2 - Cardiff Road already suffers heavy congestion and is widely used as a rat run. An additional 250 homes would significantly worsen traffic and road safety.
Local GP surgeries are already overstretched, and local schools are at or near capacity. There is no clear evidence that infrastructure will be expanded in time to support this growth.
Dinas Powys already experiences infrastructure pressures compared with nearby Barry and Penarth. Further large-scale development should not proceed without guaranteed, funded improvements.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5153 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kenneth Lim [1636]

Summary:

I note that the proposed site has poor access, increasing congestion and flood risk in a vulnerable area. Non-road travel options are limited, putting further pressure on existing transport systems. The single GP surgery will face increased demand, affecting NHS services at Llandough hospital. Additionally, development will reduce green spaces and wildlife, and threaten the village's identity, leading to a loss of its character and community cohesion.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/syv

5161 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Karen Lim [1634]

Summary:

I note that the site has poor access to an already congested road, increasing local traffic and flooding risk. Non-road travel options are limited, adding pressure to existing services. The village's only GP surgery will face greater strain, impacting NHS services at Llandough hospital. Green spaces will be reduced, affecting local wildlife, and the village's identity of Dinas Powys will become increasingly diluted and lost.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/syc

5163 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Peter Lynch [3151]

Summary:

Myself and my wife have medical needs that means being seen by a doctor regularly. To get an appointment is already impossible. More houses mean more people registered at the doctors, which means even less appointments available.
Traffic is horrendous already. More houses means more cars, more traffic congestion.
Increased flooding risk. Putting people's houses and lives in danger. Not good enough!
NHS/Ambulance services already struggling in the area. 5 hours wait for an ambulance. This will be longer with more houses.
Don't want to loose village identity after living here for more than 40 years!
No more houses please!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5180 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs Colin Sim [1920]

Petition: 2 petitioners

Summary:

I would like to raise an objection to this Planning Application on the grounds of increased traffic congestion on the Cardiff Road, loss of greenbelt and wildlife and increase in the risk of flooding in Dinas Powys.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/syx

5189 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Roger Bishop [3159]

Summary:

I have lived in Dinas Powys since 1977 and have seen an ever increasing problem with traffic congestion. Currently, traffic is sometimes gridlocked, particularly on Cardiff road. This makes travel within the village and out of the village very difficult and time consuming.
The additional 250 new homes envisaged in this plan would put an intolerable extra burden on the village infrastructure. Schools, GPs, etc are already stretched to the limit, and as stated traffic congestion is unacceptable.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/sp3

5193 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Wendy Lynch [3160]

Summary:

Doctors are already full to capacity and you cannot get an appointment. Prescriptions also already take a week to process. This will be a lot longer with more houses and more patients.
I moved here over 40 years ago, as I wanted to live in a small village. That is being threatened by your proposal.
The local hospital will struggle as it takes an ambulance 4-5 hours to arrive as it is. More houses will be mean more pressure on them and longer waits - not acceptable!
Local schools are already pushed to their limits with not enough funding.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5199 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Katie Hearn-Cross [1767]

Summary:

Road transport in this area is already at it's limits. Cardiff Road is mostly a single lane and regularly congested on weekdays and weekends now. Pen-y-turnpike is a dangerous road when busy, which is becoming more common, with accidents becoming more frequent. I regularly witness emergency services blocked along this road, unable to reach their destination in adequate time due to the congestion. This is only going to get worse. Trains are already at their limits. Often near impossible to get on the train in rush hour into Cardiff. Given there are no plans to add additional jobs to the area, assume all these residents will need to commute. Eastbrook is not accessible for those unable to cross the bridge (eg those in wheel chairs, prams etc). What plans are there for these residents?
I cannot see any plans to increase services such as doctors? This service is already at it's limits - there are not enough appointments for the residents as it stands, let alone more.
Flooding is a constant concern in the village. This open space is vital to keeping our housing flood-free. Building on this land brings risk to the existing houses.
Dinas Powys is a village. Residents have chosen to live in a village. This extension will take that identity away

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sp7

5216 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Brenda James [3170]

Summary:

This development will create in Dinas Powys the following issues:-
Increased congestion by adding another 250 housed to a main artery.
Increased flooding by Paving over the flood plain.
Doctors and schools are already over capacity.
Loss of Green field and hence wild life.
Impact on the travel arteries which are already congested.
Dinas Posis will no longer be isolated from Penarth (Llandough has already been subsumed)
Major loss of Greenbelt

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5217 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Michael James [3169]

Summary:

This development will create in Dinas Powys the following issues:-
Doctors and schools are already over capacity.
Loss of Green field and hence wild life.
Increased congestion by adding another 250 housed to a main artery.
Increased flooding by Paving over the flood plain.
Impact on the travel arteries which are already congested.
Dinas Powys will no longer be independant from Penarth (Llandough has already been subsumed)
Major loss of Greenbelt

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5218 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Simon James [1851]

Summary:

This development will create in Dinas Powys the following issues:-
Increased flooding by Paving over the flood plain.
Increased congestion by adding another 250 housed to a main artery.
Doctors and schools are already over capacity.
Major loss of Green field and Greenbelt with the inherent loss of wild life.
Impact on the travel arteries which are already congested.
Dinas Powys will no longer be isolated from Penarth, Llandough is already part of Penarth.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5221 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Gary Williams [3172]

Summary:

This cannot be allowed to go ahead without any consideration to the current infrastructure. Traffic through the village already surpasses capacity. Adding more cars in this area will bring the village to a standstill. DP medical centre is also oversubscribed. Getting appointments is difficult at the moment and will be nearly impossible if this goes ahead.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5225 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Katherine Evans [2209]

Summary:

This area already floods. The run off will cross the road fill the River Cadoxton + overflow onto the railway line, possibly flooding just before the Cogan Tunnel. Houses flood in Dinas Powys + this means raw sewage running into the sea. All this water has to go through the pipe under the main road at sunny croft where it can flood to houses. Increased congestion slowly traveling along the road will an effect on residents health which will suffer. The medical centre + schools are stretched already. The hospitals + emergency services struggle to manage at times. Access at Eastbrook railway station could be dangerous with people crossing the road before the crossing. The road itself is at capacity. The Green Space between Dinas Powys and Llandough is important to the village, helping keeping its identity-it is also important wildlife connector. The new extension to Llandough Hospital has already increased the amount of water flowing down the hill to the proposed building area

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2209 Evans Dinas (5225)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/spp

5227 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Linda Hobbis [1893]

Summary:

I oppose further development in Dinas Powys due to severe traffic congestion caused by the 20mph speed limit, poor road conditions, frequent flooding, and inadequate flood defenses. Local services such as schools and medical centres are overwhelmed, with long wait times and limited capacity. Construction would increase traffic and strain infrastructure further, while environmental impact would be negative. I believe development should focus on brownfield sites on the outskirts of the village. Given high council tax and poor service, I strongly object to this proposal.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/sq6

5229 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Carelyn Boughton [3177]

Summary:

Before I begin my objection I would like to state that I am not a NIMBY. I recognise the need for housing especially as the UK population has increased dramatically over the years. However, without the infrastructure being put in place then all that happens is the standard of living is reduced for residents. I live in Georges Row which is usually congested due to the residents on Cardiff Road having to park in the street. George's Row is proposed as an access for all vehicles. This spills out onto Cardiff Road, which will lead to more congestion. I am worried about the water run off into the Cadaxton river the extra houses being built. This winter has had an exceptionally high rainfall and with climate change extreme weather will be the norm. Where is the infrastructure to accommodate these extra houses? Dinas Powys has one health centre, one primary school, one church primary school and two high schools in Penarth, which I am led to believe, are oversubscribed. Finally you as a council, have you got evidence that these houses will enhance Dinas Powys? If you can see that there will be more traffic congestion, probably more flooding of houses, an infrastructure that is creaking, how can you justify this proposal?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3177 Boughton Dinas (5229)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/sqd

5230 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Mason [3107]

Summary:

The proposed development will significantly add to traffic congestion and air pollution. Long tailbacks from the Merry Harrier's junction are a daily occurrence and any additional roads joining the junction directly or indirectly will inevitably increase the congestion. In addition, the volume of traffic entering Dinas Powys from recent Barry developments has been considerable.
Consideration must also be given to pedestrians who also have to safely navigate any new road layout.
The development will put further pressure on the local infrastructure, in particular medical care which is already functioning at capacity.
There is an increased risk of flooding in low lying areas as drainage improves from the run-off of the new houses.
This is a green-field development which will reduce the boundary between Dinas Powys and Llandough and will no doubt set a precedent for similar development applications in future.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sqc

5231 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ian Symonds [1106]

Summary:

Both our objections relate to 7. Key Site Supporting Information, Green Infrastructure Strategy, October 2024, Version 2 prepared by tir collective, landscape architects, on behalf of Persimmon Homes.

OBJECTION 1
The document refers to two area of woodland adjacent to but outside the boundary of the proposed development:

1. Restored ancient woodland to the NW of the site, this woodland is owned by us in its entirety.
2. Ancient Semi Natural Woodland to the SW of the site. We own the western part, being the original woodland, representing about 40% of the total area, the balance being the more recently planted part forming part of Seel Park.

The document refers to enhancing the planting and carrying out alterations to enable access to the woodlands by residents of the development and others as an amenity use.

We object to land outside the boundary of the development and not in the ownership or control of the developer being put forward for amenity use. There have been no discussions with us about this and we would have made our views quite clear. There can be no amenity use for these woods and there cannot be any public access. Both woodlands are worked by us for selective timber extraction. Both have been affected by ash die-back and there is a risk of falling branches and/or trees. Woodland 1 is open to the fields on both sides and our cattle use it for shade and cooling during hot weather. Cattle in woods and public, possibly with dogs, do not mix.

The proposals affecting land in our ownership have been put forward without our approval or knowledge and we cannot agree to them.

OBJECTION 2
The Green Infrastructure document shows in the Framework Masterplan in the field that it calls 'Central Valley' a yellow-coloured footpath, possibly incorporating a cycle path also, running the length of the field and terminating on the western boundary with an arrow pointing into our farmyard. The implication of the arrow being that access will be made into our farmyard at this point.

We cannot allow access into our farmyard. It is private property, there is no right of way. It is a working farmyard with penned and free-roaming livestock and heavy machinery and tractors being used. There would be massive safety and security issues with this and it is unfortunate that this was not discussed with us beforehand.

Once our tenancy is terminated it will be our intention to close that access point, close off the gateway, erect new fencing and plant new hedging plants so that there can be no access from the field termed 'Central Valley' into our farmyard.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sqf

5232 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Carole Sian Robertson [3181]

Summary:

Both our objections relate to 7. Key Site Supporting Information, Green Infrastructure Strategy, October 2024, Version 2 prepared by tir collective, landscape architects, on behalf of Persimmon Homes.

OBJECTION 1
The document refers to two area of woodland adjacent to but outside the boundary of the proposed development:

1. Restored ancient woodland to the NW of the site, this woodland is owned by us in its entirety.
2. Ancient Semi Natural Woodland to the SW of the site. We own the western part, being the original woodland, representing about 40% of the total area, the balance being the more recently planted part forming part of Seel Park.

The document refers to enhancing the planting and carrying out alterations to enable access to the woodlands by residents of the development and others as an amenity use.

We object to land outside the boundary of the development and not in the ownership or control of the developer being put forward for amenity use. There have been no discussions with us about this and we would have made our views quite clear. There can be no amenity use for these woods and there cannot be any public access. Both woodlands are worked by us for selective timber extraction. Both have been affected by ash die-back and there is a risk of falling branches and/or trees. Woodland 1 is open to the fields on both sides and our cattle use it for shade and cooling during hot weather. Cattle in woods and public, possibly with dogs, do not mix.

The proposals affecting land in our ownership have been put forward without our approval or knowledge and we cannot agree to them.

OBJECTION 2
The Green Infrastructure document shows in the Framework Masterplan in the field that it calls 'Central Valley' a yellow-coloured footpath, possibly incorporating a cycle path also, running the length of the field and terminating on the western boundary with an arrow pointing into our farmyard. The implication of the arrow being that access will be made into our farmyard at this point.

We cannot allow access into our farmyard. It is private property, there is no right of way. It is a working farmyard with penned and free-roaming livestock and heavy machinery and tractors being used. There would be massive safety and security issues with this and it is unfortunate that this was not discussed with us beforehand.

Once our tenancy is terminated it will be our intention to close that access point, close off the gateway, erect new fencing and plant new hedging plants so that there can be no access from the field termed 'Central Valley' into our farmyard.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sqh

5233 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Mohammed Mirza [3180]

Summary:

I object to the allocation of 250 dwellings at Cardiff Road, Dinas Powys, due to incomplete and outdated evidence on transport, air quality, flood risk, healthcare capacity, and sustainable travel. The plan lacks detailed modelling, enforceable mitigation measures, and funding details, risking increased congestion and poor health outcomes. The flood risk evidence is obsolete, neglecting recent major floods. Without updated assessments, deliverable mitigation, and infrastructure plans, the development cannot be considered safe or sustainable, and the plan fails to meet statutory soundness tests.

Change suggested by respondent:

-

Sound: No

Attachments:

3180 Mirza 5233 Redacted - https://valeofglamorgan.oc2.uk/a/t84

5236 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss maxine hadley [1916]

Summary:

I object to including Site KS2 in the plan due to severe traffic congestion, limited highway safety, strained healthcare services, insufficient school capacity, and infrastructure deficits. The development would worsen congestion and safety, overburden local healthcare and education facilities, and exacerbate infrastructure issues without clear plans or funding. Dinas Powys already experiences underinvestment compared to neighbouring areas, and the proposed growth is unsustainable given current constraints. The site should only be included if fully funded infrastructure solutions are guaranteed.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/sqz

5241 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lynn Cox [3188]

Summary:

Dinas Powys will be unable to support further development. The roads are congested, doctors and schools are full, there will be increased flooding.
Please do not let future generations question the sanity of our planners today!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5242 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sandra Stowe [3187]

Summary:

Dinas Powis project. Homes at Seel Park.
1) Our Schools are already full.
2) Our Drs are at capacity
3) Our roads go without saying, Cardiff Rd, should be named the second M25. I live on Cardiff Road near the lights at the doctors and trying to access the road is very difficult not to say sometimes impossible and many of the drivers do some very dangerous things. Example going in right hand lane to go to the right, then going straight on. This I'm sure is due to the frustration of the traffic problem: another 250 houses trying to access it will make the impossible. I know people need homes but perhaps we need to limit the people coming into Wales!!!! and particularly Dinas Powys. If there are not enough schools etc the people must go elsewhere.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/trt

5243 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Marks [3189]

Summary:

Congestion in Dinas Powys is making life unbearable for the residents. It's hard to drive from one side of the village to the other. Trips to the surgery from the village take longer and are more hazardous. The infrastructure of Dinas Powys is already trying to function beyond its maximum capacity.
The proposed new development will only make matters worse.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5244 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Terry Follett [2159]

Summary:

These fields are a vital sponge that soak up water and slow the flow of water reaching the "Eastbrook" and hence reduce flooding to rest of Dinas Powys. This is proven. The fields are a rich habitat with a wide range of wild life. The ecology survey was carried out by persimon and should be ignored as it is biased. The active travel routes are not fit for purpose due some not being public rights of way, and others, including the main road path being too narrow. The trains are still not fit for purpose, as they are regularly already full when they arrive from Barry. The roads, doctors, schools and area cannot accomodate more development. Where will the sewage from this site go? The cog works is near full capacity. Eastbrook and Dinas Powys has the feel and appeal of a small village, although it is already quite large. This development is too large and risks the very nature of what makes it a desirable place to live.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

5247 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr J.S Rosser [3190]

Summary:

I would like to strongly object to the proposed new site for the erection of 250 new houses on Cardiff Road at Eastbrook. I am not a "Dog in the Manger" but common sense and past experience have taught me that everything has a limit. I have lived in my current house for sixty four years. In 1962, Murch crescent was a cul-de-sac until Murch road having a lane access to the Sully Road just-beyond, allowing traffic exit and entrance to that part of Dinas; an alternative to the Cardiff Road, well used at that at the time. It was closed when the secondary school was built on the site of the old farm, and Murch Crescent was opened to allow access for traffic large and small. Eventually, I noticed an increased an increase in the amount of water accumulating in my drive and back garden during rainfall. Since the school was re-moved and a housing development replaced it, against the wishes of the community, it has further increased. This development naturally brought increased traffic using the only access road to and from the development. I know you cannot do anything about parked cars on the hill but I take my life in my hands every time I need to leave my house by car as cars coming up the hill cannot see me and ignore the 20mph limit. More houses in the crescent have two cars or more. Some are parked on some drives, others are permanently on the road on both sides. We also now have a regular bus service, once an hour to Cardiff and Penarth from the medical centre. The Cardiff Road between Llandough and Dinas is a bottle neck at all times of the day in spite of the fact that it is the only road serving the hospital and all points to Barry Island and neighbourhoods. I full agree with the points raised against the proposed development i.e
1) Increased congestion 2) Increased possibility of looking to certain areas of Dinas Powys 3) Doctors and Schools already at capacity. 4) Loss of wildlife. 5) Reduced travel time through the village in both directions most days. 6) Reduced greenbelt areas further.
I will conclude with the statement that my quality of life now, is not what it was when I arrived here in November 1962

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sx

5251 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Thomas Cockayne [3176]

Summary:

I strongly oppose including Site HG1 / KS2 in the Vale of Glamorgan RLDP due to its unsuitability and sustainability issues. The site is detached from Dinas Powys, leading to car dependency and increased congestion. Dinas also lacks job opportunities meaning residents will drive to Cardiff. Flood risk is a major concern, with existing vulnerabilities and potential for worsening due to impermeable surfaces and upstream location. Development would harm local green spaces, biodiversity, erode the green wedge conflict with infrastructure capacity, and undermine climate resilience. I urge the Council to exclude this site from the plan and reconsider its suitability.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/trf

5265 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Louise John [2265]

Summary:

I object to planning reference HG1 KS2 due to increased traffic congestion, inadequate road quality, and pollution on Cardiff Road. I am concerned about the risk of flooding from loss of green spaces and sewage issues, as well as pressure on overburdened public services like doctors and schools where it is now impossible to get seen. The proposal threatens ancient trees and wildlife. I also believe the active travel plans are poorly conceived, with outdated train stations and unsubstantiated assumptions about residents' travel habits, lacking proper planning and evidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/trm

5268 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Trevor Humby [3198]

Summary:

I am against the proposal HG1 KS2 in Dinas Powys. Dinas is a small village with a thriving community, addition of further houses and populace will decrease this. More importantly, resources within the village are already stretched and traffic is already busy. The addition of 250 houses, 500+ people and 400 or so cars would severely affect village life. The medical centre and schools are already over subscribed, traffic through the village is mostly congested. Other services (train and bus) are also overly busy. The proposed site for these houses will lead to increased traffic in an already busy area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tss

5269 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Shirley Willis [3196]

Summary:

I object to the proposed development of 250 houses near Cardiff Road on health and environmental grounds. The increased traffic will worsen air pollution, make walking unsafe, and strain public services. It is unlikely that new residents will use public transport, leading to more congestion. Additionally, floods are a concern; further development may cause more water runoff, increasing flooding and sewage discharges into the sea. There is a real potential for services currently such as GP surgeries and schools to become overwhelmed. The current plans do not adequately address these risks, which threaten residents' wellbeing and the local environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/try

5276 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Richard Hird [3202]

Summary:

I strongly object to the proposed development of houses at Eastbrook, Dinas Powys. The area cannot sustain any further development:
1. The roads are already over capacity.
2. The medical centre is over capacity.
3. The schools are over capacity.
4. Loss of greenspace and wildlife.
Furthermore the Council cannot look after the existing infrastructure as the roads and pavements are in a disgraceful condition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tsd

5280 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lowri Bull [3206]

Summary:

We already have enough traffic going through Dinas Powys, standstill traffic and delays. Why add more?

We do not have the resources to support another 250 homes in dinas powys, doctor's, schools, childcare?? What are you going to do about these things?!?!?

Absolutely ridiculous

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5294 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Fen Butcher [3214]

Summary:

I support! We do need houses! But please please please devote more time to communicating directly to the community about the road junctions, making the station at eastbrook actually accessible (currently relies on a bridge so it is not accessible to everyone especially cos there are return journeys) and please consider putting retail convenience stores / community centres so that people can stay local without adding to pollution/congestion. we don't need US style suburbs that encourage car use. we already have some bad developments and our town is concerned.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5301 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Sean Worrell [3217]

Summary:

The impact of the proposed development will have a huge negative effect. Traffic in the local area is already at at standstill during morning and evening rush-hour and access to and parking at Eastbrook Station is inadequate.
In addition to the traffic and travel issues there are wider environmental concerns with a significant reduction in the green belt, loss of wildlife habitats and an increased risk of flooding.
Doctors, dentists and local schools are already full and there doesn't appear to be any ongoing consultation with GPs.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5306 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christiana Lindsey [3227]

Summary:

I object to the proposed housing development due to its significant impact on the local community. The additional homes will inevitably increase traffic congestion on already busy roads and place further strain on infrastructure. Local GP surgeries and schools are already operating at or near capacity and will struggle to accommodate additional demand. The development would also result in the loss of valuable green belt land and wildlife habitat. Furthermore, the scale of the proposal risks eroding the distinct character and identity of the village, replacing it with overdevelopment that is out of keeping with the local area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5307 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ian Chambers [3228]

Summary:

I object most strongly to the development of 250 new houses on Cardiff Rd, Dinas Powys, on the following grounds:
1. Increased pollution and traffic congestion.
2. Increased risk of flooding.
3. The train car park at Eastbrook is full to capacity at peak times.
4. Loss of important wildlife
5. The development will lead to a loss of village identity and a reduction of the green belt.
6. Doctors and Schools in Dinas Powys are already at full capacity.
7. There have been no improvements to the road between Barry and Dinas Powys for over 50 years.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5361 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kevin Totterdell [3243]

Summary:

Future flooding and congestion of cars
Not good enough transport to penarth and sully
Doctors at full capacity you can not get an appointment have to ring over 100 times for an answer

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5366 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Jessica Clogg [3244]

Summary:

Dinas Powys is losing its status of been a village, the extra houses planned the roads can not cope with the extra cars.
The roads now are gridlocked, it's only going to get worse if these houses are built, we are losing too much green space.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5413 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jennifer Rhodes [3246]

Summary:

I think all the problems listed in the leaflet 'Help Save Our Dinas Powys' are relevant (re. proposal for 250 new houses at Eastbrook), but especially the problem of traffic congestion and increased risk of flooding. The main Cardiff Road already has long tailbacks at various times throughout the day. The proposal for more housing at Eastbrook (and towards Llandough Hospital) can only make this worse.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5415 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Christopher Barnes [3247]

Summary:

The delivery of the Construction materials, is going to cause massive disruption on Cardiff Road. And for a new Housing Estate of 250 houses, I would be expecting 500 cars parked outside their houses, more considering elder siblings. Where would the entrance/exit to the estate be? Local Schools, Doctors' Surgery and other utilities, are already overrun as it is, without proposed 'new' patients!! How is the water/sewerage from these extra dwellings going to be handled? Is there going to be extreme disruption throughout the existing Village to cater for that? Our so called "Village" is going to be 'lost' forever!!!

Change suggested by respondent:

If the Council are insisting on going ahead with this plan, the biggest change would be to transfer the entrance/exit to the proposed new housing estate in Dinas Powys, from half way down the entrance into Dinas Powys from Llandough, to behind the Church opposite Redlands Road, so that traffic from the proposed housing estate, can join Cardiff Road where the old Llandough Motors site was, which is still empty. This change would relieve congestion, as the in/out to the site would then be at an already traffic controlled area, rather than placing a further traffic light controlled area transgressing across a Bus Lane, possibly causing accidents.

Sound: No

Attachments: None

5439 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Namika Birchall [3257]

Summary:

Traffic

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5459 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jacquelyn Brinkard [2301]

Summary:

Having given no consideration to the people who are living in Dinas Powys, who have difficulty already to try and get a doctors appointment or the fact that schools are already struggling to manage their numbers. Then for ourselves and surrounding areas who are already frustrated at waiting in traffic jams when we are trying to get to work. Obviously the Vale of Glamorgan council doesn't give any thought to anybody or anything other than what they can achieve, especially as it doesn't really affect them. I'm sure that this is probably a complete waste of time as once you've decided to do something you will please yourselves anyway, so I've already discovered by you putting a safe house next door to us without even informing us and since have had all night disturbances and police being outside regularly, putting us in a position where we will not be able to sell our home. But who cares!!!!!!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2301 Brinkard Dinas (5459)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tsz

5460 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Avril Allen [3266]

Summary:

I have lived in Dinas Powys 57 years when it was a village. I could get into Cardiff in 10 hours. Now it is impossible to get out on Cardiff Road now. These houses will have at least 500 cars or more. Also doctors are full cannot take anymore patients, the schools are full.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3266 Allen Redacted 5460 - https://valeofglamorgan.oc2.uk/a/tww

5472 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Edmund Keane [2329]

Summary:

I object to this plan for the following reasons:
1. Increased congestion on Cardiff Road. The congestion on Cardiff Road is already a major problem, and this will only worsen if this plan proceeds. The roads will be gridlocked, which will affect local businesses, as well as cause greater risk for emergency services not to reach their destinations within a reasonable time.
2. Doctors and Schools are already at capacity. Local primary and secondary schools are already full and over-subscribed. It is already almost impossible to see a doctor in Dinas Powys. This plan will only worsen these situations.
3. Increased flooding. Water run off from the Eastbrook site will enter the Cadoxton river which has burst its banks and flooded homes in Dinas Powys many times. More homes mean more discharge from raw sewage.
4. Loss of wildlife and reduced greenbelt. The planned development will destroy vast habitats for wildlikfe. Green belt boundaries are supposed to be protected spaces.
5. Dinas Powys will lose its village identity with the increased population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2329 Keane Dinas (5472)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tsp

5480 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Robyn Keane [3270]

Summary:

I object to this plan for the following reasons:
1. Increased congestion on Cardiff Road. The congestion on Cardiff Road is already a major problem, and this will only worsen if this plan proceeds. The roads will be gridlocked, which will affect local businesses, as well as cause greater risk for emergency services not to reach their destinations within a reasonable time.
2. Doctors and Schools are already at capacity. Local primary and secondary schools are already full and over-subscribed. It is already almost impossible to see a doctor in Dinas Powys. This plan will only worsen these situations.
3. Increased flooding. Water run off from the Eastbrook site will enter the Cadoxton river which has burst its banks and flooded homes in Dinas Powys many times. More homes mean more discharge from raw sewage.
4. Loss of wildlife and reduced greenbelt. The planned development will destroy vast habitats for wildlikfe. Green belt boundaries are supposed to be protected spaces.
5. Dinas Powys will lose its village identity with the increased population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3270 Keane Dinas (5480)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttr

5483 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Thea Keane [2330]

Summary:

I object to this plan for the following reasons:
1. Increased congestion on Cardiff Road. The congestion on Cardiff Road is already a major problem, and this will only worsen if this plan proceeds. The roads will be gridlocked, which will affect local businesses, as well as cause greater risk for emergency services not to reach their destinations within a reasonable time.
2. Doctors and Schools are already at capacity. Local primary and secondary schools are already full and over-subscribed. It is already almost impossible to see a doctor in Dinas Powys. This plan will only worsen these situations.
3. Increased flooding. Water run off from the Eastbrook site will enter the Cadoxton river which has burst its banks and flooded homes in Dinas Powys many times. More homes mean more discharge from raw sewage.
4. Loss of wildlife and reduced greenbelt. The planned development will destroy vast habitats for wildlife. Green belt boundaries are supposed to be protected spaces.
5. Dinas Powys will lose its village identity with the increased population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2330 T Keane Dinas (5483)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttt

5492 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Paula Bailey [3272]

Summary:

I strongly oppose building houses in Dinas Powys due to increased flooding, lack of drainage, and removal of green space which worsens flooding and harms wildlife. Additional homes will increase traffic, pollution, and strain on local infrastructure, including schools, GP services, and emergency services. The green belt is being reduced, risking habitat loss and further flooding. Active travel options are limited, with stations lacking disabled access and streets congested. Infrastructure improvements are necessary before expanding housing, and current services are already overwhelmed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3272 Bailey Dinas (5492)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tt4

5504 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr G.W Wilton [3277]

Summary:

Am starting to reply to this proposal. To almost static traffic quite normal. We're led to believe that around 250 new homes are to be built along Cardiff Road so slow moving, other than frequent taxis (mostly empty) taking advantage of traffic lights favouring them (why). This is before 250 new properties are built adding around on average 2 cars per household. Cardiff road cannot absorb this extra volume of traffic in addition. Dinas Powys has few surgeries Clinics dentists etc, all over subscribed. Who has approved this development? Can we trust they might be identified and reasons behind same (we daren't hold our breaths). Wait for the flooding! We need housing, yes. But make it thought out. I'm beginning to sound nimby, but I'm not. I don't expect this to even be read. But who knows? I fear what this will lead to.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3277 Wilton Dinas (5504)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tt8

5506 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Simon Wilson [3279]

Summary:

I object to the proposed Deposit RLDP as current resources are stretched and any increase to traffic/housing would be very detrimental to the environment and bring transport links to a halt. Also local health services will be affected and they are very limited at the moment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3279 Wilson Dinas (5506)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttb

5513 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Gaynor Wilson [3280]

Summary:

I strongly object to the proposed development of 250 new homes on Cardiff road as above
1) population increase-the village population is increasing and will no longer be a village.
2) Since I have lived in the village some 50+ years the congestion on Cardiff road has increased yearly and a further development will only add to the problem.
3) Our infrastructure is already at bursting point. Our GP practise is oversubscribed, the schools are full and oversubscribed. I do not know if GP and schools have been consulted about the development.
4) This development will add to our existing problems of flooding, and extra sewage will cause problems.
5) Development will cause further delays to our journeys and will pose a risk to children going to and from St Cyres on the adjacent pavement, numerous walkers, mothers and babies and runners that use this pavement daily as well as cyclists.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3280 G Wilson Dinas (5513)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttw

5515 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Janet Black [1566]

Summary:

1. Current infrastructure - Until the whole network of utilities has been upgraded and flood defences have been implemented, anymore additional strain will result in catastrophic failures and more flooding.
2. Flood Risk - Despite proposed flood alleviating systems, there will be many issues with flood risk to the rest of the village.
3. Travel - Increased traffic in an area that is already gridlocked, impact on emergency services, generally inefficient public transport with stations that are inaccessible to all in the surrounding area.
4. Junction - The junction at the Merrie Harriers is already jammed and adding an additional junction for cars entering and exiting the development will only exacerbate the traffic issue.
5. Impact on local doctors and schools - will create more pressure on services that are only strained.
6. Green space - the natural environment is important to well-being. We can no longer destroy wildlife natural habitats, without local and global consequences.
7. Over development will risk loosing the important village community and identity.

There are many more implications if new homes are built anywhere without a sustainable infrastructure in place first.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/ttc

5526 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Hilary May [2309]

Summary:

My main concern is the potential increase in traffic, however this could be mitigated and other Dinas Powys residents could be enabled to reduce their car use if links to public transport and active travel routes are put in place before anyone moves into this site. Extend bus lane/shared use path to last house currently on Cardiff Road. Provide a safe coherent cycle route to Baron's Court and links to Pont y Werin and along Penarth Rd. Eastbrook station to have lift/ramp and safe walking route there. All houses to have secure cycle parking.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5533 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Angela Jones [3286]

Summary:

I am writing to formally object to the proposed development of 250 new houses in Eastbrook. While I recognise the need for additional housing, this particular location is wholly unsuitable and poses significant risks and burdens to the local community.

Traffic Congestion and Infrastructure Strain- The Eastbrook and Dinas Powys area is already heavily congested, with Cardiff Road frequently experiencing long tailbacks at peak times. Dinas Powys has become a bottleneck for traffic travelling to Barry and surrounding areas, and the existing road network is simply not capable of absorbing the impact of hundreds of additional vehicles. With 250 new homes, the development would inevitably introduce 250 or more extra cars onto an already overstretched route, worsening congestion and increasing journey times for residents, commuters, and emergency services.

Flooding Concerns- The fields earmarked for this development are known to be waterlogged and prone to flooding. These natural floodplains currently play a vital role in absorbing excess water. Building on them would not only remove this natural buffer but also heighten the risk of flood damage to existing homes and infrastructure. The community has already experienced continual flooding issues, and this proposal would exacerbate an already serious problem.

Unsuitable Location for Large-Scale Development- Given the traffic pressures, the flood risk, and the limited capacity of local infrastructure, Eastbrook is not an appropriate location for a development of this scale. More suitable areas must be considered-locations that do not compromise road safety, increase flood risk, or place additional strain on a community already struggling with congestion. I strongly urge the planning authority to reconsider this proposal and explore alternative sites that can accommodate new housing without causing significant harm to the environment or the wellbeing of local residents.

Thank you for considering my objection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3286 Jones Dinas (5533)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttk

5535 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr & Mrs Andrew Locker [1745]

Petition: 2 petitioners

Summary:

I oppose the proposed construction of 250 houses in Eastbrook Dinas Powys due to several reasons. The need for new houses is questionable given the falling birth rate. Flooding risks will increase as development encroaches on flood plains, despite the proposed SuDS. Active travel is impractical for new residents, and existing services are at capacity. The village's identity may be compromised by merging with nearby communities, and wildlife habitats will be destroyed. Access issues caused by bus lane. The Eastbrook site was proposed a few years ago but was turned down, nothing has changed since.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/ttn

5536 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Clare Tomlinson [2011]

Summary:

I am concerned about flooding on Cardiff Road and Dinas Powys properties, worsened by building on fields that increase surface runoff. The local infrastructure, especially roads, is already at capacity, and new housing sites will cause further gridlock and safety issues. There is a lack of sustainable travel options, with narrow pavements and no cycle lanes. The development threatens green belt and woodland areas, harming local ecology. The cumulative impact of multiple sites amounts to over-development, placing an unsustainable burden on the community. GP already over capacity since taking on Penarth and Grange town patients.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5538 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Simon Groves [3287]

Summary:

I am writing to formally object to the proposed housing development in Dinas Powys, particularly the plan to construct approximately 250 new homes on the fields adjacent to Cardiff Road (Eastbrook). While I fully recognise the need for additional housing, the chosen location is wholly unsuitable for a development of this scale. There are several significant concerns that I believe have not been adequately addressed including severe existing traffic congestion, flooding, overstretched local services and the availability of alternative sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3287 Groves Dinas (5538)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tty

5539 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Clare Tomlinson [2011]

Summary:

HG1 KS2-You want to expand the village -now it is the size of a small town, but without the facilities of a small town. Cowbridge has a far smaller population but a far greater range of facilities. GP surgery is at overcapacity already after taking Penarth and Grangetown patients, flooding on the roads, especially Cardiff road and Millbrook road is a frequent occurrence which will only worsen.
Pavements along Cardiff road near the proposed development are narrow- no good for pushchairs/wheelchairs. Platform leading to Barry at Eastbrook is only easily accessible by footbridge, trains are often full.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5556 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Corrado Ruta [2774]

Summary:

I strongly object to development of this site for housing as it goes against some key objectives of the RLDP. I object because it goes against "Objective 1 - Mitigating and Adapting to Climate Change" and "Objective 2 - Improving Mental and Physical Health and Well-being" and "Objective 8 - Promoting Active and Sustainable Travel Choices" because the area hasn't got adequate public transport nor active travel infrastructure, so all new residents will be forced to move by car for virtually any needs. The recent housing developments in Dinas, Barry and Sully have already created enormous traffic pressure on the poor road network and were not accompanied by any improvement in public transport nor active travel infrastructure. Significant improvements in public transport and active travel infrastructure should be planned and undertaken prior to any further housing development. I object as the proposed use goes against the RLDP Objective 5 – Protecting and Enhancing the Natural Environment, Objective 4 – Placemaking and Objective 2 - Improving Mental and Physical Health and Well-being. The site is located in an area of natural beauty and tranquillity, heritage rural setting and crossed by a public right of way for local walkers.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5617 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Maria Howland [3309]

Summary:

I object to the proposed Dinas Powys development ref hg1ks2.
As a full time worker who commutes into Cardiff on a regular basis by train, there simply isn’t capacity on the line for additional commuters. On several occasions I have been unable to board the train as carriages have been too full to allow more passengers on already by the Eastbrook stop. A key reason this site appears to have been chosen for the development is its proximity to the train station however there is no capacity to support more commuters on the line, how can this rationale be supported?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5618 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Liam Roche-Lamerton [3310]

Summary:

I would like to object to the planning reference HG1 KS2 in Dinas Powys.
I don't believe the land is suitable for development. The green land is an important flood defence for the village. The road out of the village is already congested, 250 extra houses will make this worse. I also worry the addition of houses will lead to the village loosing its identity. I would be interested to know if the motivation for this planning is driven by the councils opinion this is a good idea or if it is just looking to blindly achieve central government targets.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5628 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Hanna Rouse [3319]

Summary:

I wish to object to the proposed development due to the significant impact it would have on the local area. The development would increase traffic on roads that are already congested and not designed to accommodate additional vehicle movements, creating potential safety risks for residents, pedestrians, and cyclists. Local schools are already oversubscribed and lack capacity for additional pupils, yet the proposal provides no clear solution to this issue. Furthermore, the development would place additional strain on already stretched local infrastructure and services, including healthcare and public amenities.

Change suggested by respondent:

The plan should be amended to ensure the development does not proceed without adequate supporting infrastructure. This should include a reduction in the scale of the development or clear, enforceable commitments to deliver improvements to local road capacity and traffic management. The plan must also address the shortage of secondary school places by requiring appropriate education provision before or alongside development. In addition, the proposal should demonstrate how pressure on local healthcare and community services will be mitigated to ensure existing residents are not adversely affected.

Sound: No

Attachments: None

5650 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Entwistle [3264]

Summary:

This is one of the better proposed locations for housing development in the LDP. The site is situated in close proximity to existing healthcare, education and public transport networks. Its is easier to access Cardiff for employments purposes and much closer to centres of employment and retail than many of the other sites proposed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5682 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John McManus [3333]

Summary:

The development will lead to increased congestion,Cardiff Road already congested, increased flooding risk, strain on doctors and schools services

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5687 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Antoinette Dowdall [3335]

Summary:

Increase in congestion on Cardiff Road which is already at capacity,
Increased risk of flooding in an area that has seen catastrophic flooding in 2020 followed by numerous flood alerts and flood warnings since,
Loss of wildlife habitat including trees, fields and hedges which are also important for dispersing heavy rainfall,
GP surgeries and schools at capacity already.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/t4w

5698 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Richards [3336]

Summary:

I believe the proposal conflicts with the character and scale of growth permitted in Dinas Powys by the Local Development Plan, as 250 new homes would significantly alter the village's form. Traffic congestion on Cardiff Road cannot safely accommodate additional vehicles, and there is no credible mitigation. The development risks increasing surface-water flooding due to inadequate drainage solutions and would lead to the permanent loss of greenfield land, harming landscape quality. Furthermore, local infrastructure is already strained, and the proposal does not demonstrate sufficient capacity or mitigation, making it unsustainable and unsuitable for approval.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/t4x

5721 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Marcello Apollonio [3341]

Summary:

The gp and schools are already at capacity and the traffic is already terrible getting out of dinas powys. The flooding problem still hasn't been addressed and I live adjacent to the fields and have struggled with mini floods hitting the back of my house causing a water table under my house and damp issues. The bottom half of the fields flood every time we have significant rain even if it hasn't rained for days prior. There is also plenty of wildlife living in these fields and my garden and this site will rob them all of their homes.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5724 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rebecca Evans [2069]

Summary:

Increased congestion, the roads through Dinas Powys are already hugely congested, whilst this development may only add 300-500 cars add tothat the increased traffic coming through from Barry from the huge developments that have been given the go ahead there.
Doctors Surgery is already at capacity a further 500 plus patients would put a massive strain on an already stretched service.
Risk of increased flooding, the area has had issues in recent years with flooding given the ongoing change in climate this is only going to get worse.
Loss of greenbelt and the effect on local wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5747 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mitchell Davies [3347]

Summary:

They have not thought of the danger and mass issues to the residents. The proposed area is on a main road between Barry and Cardiff, which is already one of the busiest and most congested roads in South Wales. The traffic will be impossible to get through at all times of the day. The schools and GP surgery is already over capacity. The morning trains are already impossible to board with current residents attempting to get to work. To top it all off, the flooding will increase and leave many residents bankrupt and potentially homeless. Please do not do this.

Change suggested by respondent:

Simply, the plan CANNOT go ahead for the following reasons:
- Mass congestion and pollution with no clear or concise alternatives or help with the outcomes. The developers have not thought of the congestion which will now span all the way back to Cardiff, leaving many residents stuck in traffic for hours on end, as well as fumes and pollution completely overwhelming the surrounding areas.
- Eastbrook train station will be overcome with more morning commuters, while the reality is that current residents are often denied access to morning trains into Cardiff because they are already at capacity. I have personally seen people pass out on these trains because of the mass of people on them, packed in like sardines. To top it all off, there is no disabled access at this station, with wheelchair users having to go around Dinas Powys in order to get to the other side.
- The schools and GP surgery are already over capacity. They simply cannot take any more people on. Many current residents can't even get onto the waiting list and have to go without a GP. People who are already registered to the surgery can't see a doctor for days, sometimes weeks. The schools are all over capacity, meaning children have to be enrolled in schools all across the Vale of Glamorgan, further increasing the substantial congestion through Dinas Powys.
- Lastly, but the furthest thing from least, the flooding. Residents in Dinas Powys have already been subject to increased flooding over recent years. There are many houses that have been damaged be flood, and now due to the amount of times it has happened, they cannot have their home insured. The proposed plan to have 250 more homes built on an area which is a natural flood drain is seriously risking the lives and safety of residents in Dinas Powys. Flooding could not only bankrupt people and make them potentially homeless, but there is a serious risk to people losing their lives.
With all this outlined, can the developers really have these factors on their conscience and go ahead with these plans, or is it all really about money? Please, please think. Do not do this.

Sound: No

Attachments: None

5763 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Prof Carole Rakodi [1751]

Summary:

I am concerned about the limited capacity of settlements with train stations to handle large growth, especially regarding the Dinas Powys site proposed for up to 400-1,100 houses. The environmental and flood risk assessments are based on analyses funded by Persimmon, focusing mainly on the site and not downstream areas. Transport infrastructure, particularly road and rail capacity, seems underestimated, with increased traffic on Cardiff Road likely. Additionally, building north of Dinas Powys would heighten local pollution. Assessments also overstate active travel opportunities and overlook the capacity constraints of local health and education services.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/t5n

5764 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Elaine Davies [3348]

Summary:

This idea is disastrous in so many ways. The planners have simply pinned a place on the map near a railway station. The road through Dinas is gridlocked at peak times & it will be impossible to get out of the proposed estate, with potentially an additional 4 or 5 hundred more cars. The additional flood risk is terrifying for many residents. The health & education problems are completely being ignored with an additional 600 people at least. There are no local dentists, heavily over subscribed schools and no plans for extra doctors. Shame on you.

Change suggested by respondent:

The proposed site needs to be relocated. There are many potential sites in the Vale far better suited for this. There are vast swathes of land between Culverhouse cross & Port Road in Barry, good road access & bus routes. There are large areas of land betweeen Sully & Barry, some of the old industrial estates which have already been concreted & are flat & development there would be a huge improvement in the area. No one is suggesting that more housing is not needed but the planning needs to be sympathetic to the villages & residents. The government insists that health & education are priorities, yet this proposal completely ignores the concerns of the local residents who cannot get doctors appointments, cannot find nhs dentists & cannot get their children into their local schools, which are doubly oversubscribed in some cases. We are already waiting on ever increasing waiting lists for hospital appointments and our general health & wellbeing is being compromised with the horrendous traffic fumes we have to endure with Cardiff road congestion….and two nurseries & infant schools right on Cardiff Road!! How does that affect our children's health?
Cardiff Road is a nightmare, a bypass has been proposed & promised for over 40 years but nothing has happened or ever likely to happen. Please do not make this situation worse for us.

Sound: No

Attachments: None

5792 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Laura Waddilove [2060]

Summary:

I oppose the inclusion of the Land North of Dinas Powys in the RLDP due to its role in the flood prevention of Eastbrook, the loss of biodiversity, and issues it will cause with Dinas' infrastructure. The development will increased surface water runoff, flooding, and cause habitat loss. Concerns with the proposed include a biased ecology survey, inadequate active travel routes, and an unsuitable train station facilities. There is already traffic congestion, limited healthcare and education capacities.

Change suggested by respondent:

The site is clearly not suitable due to the issues raised above especially for 250 No: faceless 'Monopoly' Type houses that will increase the population of the village by approximately 7%.

Sound: No

Attachments: None

5795 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Zoe Follon [3375]

Summary:

No increase in infrastructure
Roads already jammed
Traffic will increase and is already ridiculous at rush hour
No boundary to beginning of DP. Boundaries will merge
Loss of green belt area
Potential flooding

Change suggested by respondent:

Plan needs to be abandoned
Residents need to be heard and their opinions respected as they are the ones living in the area and will suffer the issues/ problems highlighted.

Sound: No

Attachments: None

5811 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Alyson Brown [2041]

Summary:

Totally abhorrent proposal as the Dinas Powys area is already seriously challenged by the current urbanisation & over population Schools,health services, roads etc are presently unable to cope as it is without adding 250 more houses to further ruin the Village & destroying vast habitats for wildlife in & around the proposed site

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5818 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Leigh Hutchings [1797]

Summary:

I strongly object to this site being used:
- The increase to congestion. Longer travel times for those sitting in bumper to bumper traffic. Public transport is not suitable for everyone.
- Increased flooding. Danger to homes and businesses. Villagers health and well being at risk with the added anxiety.
- Loss of wildlife. Wildlife habitats will be destroyed.
- Reduced greenbelt. These areas should be protected not adjusted to fit an agenda.
- Loosing village identity. Being a village means a lot to the residents. A true community. What right do you have to take that away. Do you live here?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t73

5819 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Chloe Devereux [3384]

Summary:

I wish to formally object to the development on land east of Cardiff Road, Dinas Powys.
My concern relates to flooding. This area of land is known locally to flood frequently during periods of heavy rainfall. Developing housing on this site risks exacerbating existing flooding issues, both on the land itself and in surrounding areas.
Cardiff Road already experiences significant traffic congestion and is frequently gridlocked. A development of this size would inevitably place further strain on an already overburdened road network.
There is insufficient local infrastructure to support a development of this scale.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5820 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Mandy Hutchings [3386]

Summary:

I strongly object to this site being used:
- The increase to congestion. Longer travel times for those sitting in bumper to bumper traffic. Public transport is not suitable for everyone.
- Increased flooding. Danger to homes and businesses. Villagers health and well being at risk with the added anxiety.
- Loss of wildlife. Wildlife habitats will be destroyed.
- Reduced greenbelt. These areas should be protected not adjusted to fit an agenda.
- Loosing village identity. Being a village means a lot to the residents. A true community. What right do you have to take that away. Do you live here?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t75

5822 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Susan foley [2105]

Summary:

Too much traffic and not enough amenities which are already overstretched

Change suggested by respondent:

Not so in an already built up area where roads small and over crowded

Sound: No

Attachments: None

5826 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Richard Griffiths [3389]

Summary:

I object to the proposed housing allocation HG1 KS2 – Land North of Dinas Powys. The development would significantly increase traffic on already congested roads such as Cardiff Road, worsening safety and delays. Local infrastructure, including schools, GP services, and public transport, is already under pressure and unlikely to cope with further demand without substantial investment. The site currently forms part of the open countryside and development would result in the loss of valuable green space and wildlife habitat. There is increased flood risk given that additional hard surfaces could worsen existing drainage and surface water issues in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5831 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Justin Joyce [3391]

Summary:

Our local infrastructure is so poorly maintained by the council the additional population this development would bring to the area would bring our roads, our schools, our medical facilities to its knees. The area simply cannot cope with the increased volume, this would cause additional severe congestion to the already gridlocked roads, make acquiring a doctor appointment an even more monumental task than it already is and place additional burden on the local schools not to mention the environmental impact a development of this nature would impose on the residents already in situ. I vehemently oppose this plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5833 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Peter Davis [1531]

Summary:

Reference HG1 KS2
I object.
There is no evidence of how future flooding events in Dinas Powys will be mitigated by building 250 houses on land that regularly floods.
The strategic housing plan lacks a strategic infrastructure plan. A single substandard A road as a key main gateway to the Eastern Vale which is already at capacity.
There is no evidence of how air quality will be measured due to stand still traffic caused my additional traffic lights so close to the existing Harrier Junction lights.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5838 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Simon Tomlinson [3396]

Summary:

Very poor choice. Already massive congestion, losing character of village without appropriate facilities in terms of doctors, schools, shops etc. Also significant flooding risk already in the village which could only be made worse with additional concrete, drainage and loss of trees/ greenery.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5841 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dinas Powys Community Council (Mr Stephen Griffiths, Councillor) [3372]

Summary:

I object to the allocation of Site HG1 KS2 – Land North of Dinas Powys due to concerns over flood risk, drainage capacity, and the impact on local infrastructure, including schools and healthcare. I believe the site's development would worsen existing drainage issues, increase flood risk, and place unsustainable strain on services. Traffic congestion along the commuter corridor would intensify, and the rural character of the village would be eroded. Given these constraints, I request the Vale of Glamorgan Council reconsider this site's allocation, deeming it unsuitable for the proposed scale of development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5842 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr R Todd [3397]

Summary:

Cardiff road is already a traffic bottleneck. Traffic regularly queues from the Merrie Harrier junction all the way through Dinas Powys to Bryn y don park. More traffic plus extra junctions will only make the situation worse due to lack of road infrastructure. And more pollution - No thank you !!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5843 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Rhian Williams [3398]

Summary:

There is too much traffic and not enough infrastructure in Dinas powys to support it. There is not enough school places, GP, dentists, road space. The pollution levels on the front road must be close to or above the assembly recommended limit and adding at least another 500 cars will damage the health of locals including children attending primary school. This will also affect the village environment of Dinas Powys which people value and Dinas will lose it's identity.

Change suggested by respondent:

For these houses to happen we need additional GP, schools and a link road around Dinas Powys to bring pollution down to safe levels. We also need to not lose village identity.

Sound: No

Attachments: None

5876 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Ruth Shields [3409]

Summary:

I wish to object to the proposed housing development in Dinas Powys due to its impact on local amenities and traffic. Local services such as doctors, schools, and community facilities are already under pressure and lack the capacity to support significant additional demand. The proposal does not clearly demonstrate how this strain would be mitigated. Traffic congestion is already problematic, particularly at peak times, and the development would increase traffic on roads that are not designed for higher volumes. This raises concerns about safety, pollution, and overall quality of life. For these reasons, I believe the development is unsustainable. ref:HG/KST

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5895 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr GRAHAM MORRIS [2131]

Summary:

I am concerned that the proposed site would intrude into the green belt, risking the loss of Dinas Powys's village identity due to "creep" merging Dinas with Llandough. Increased pedestrian traffic from Eastbrook Railway Station could cause delays and pollution without sufficient parking. The development might generate 300-400 additional cars daily, worsening traffic congestion, especially without a proposed bypass. Flooding risks from the Cadoxton River and East Brook are unaddressed in the plan, with climate change likely to worsen this. Sewerage capacity and support services like schools and healthcare also remain inadequate.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t89

5942 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alan Tarr [1825]

Summary:

Dinas Powys is very busy now at peak times with traffic from Barry as well as Dinas Powys! Peak times between 8am - 9.30am and 4pm - 6pm is absolutely crazy!
To build more properties increases; people, cars, deliveries, children going to school, pressure on transport; buses and trains, doctors appointments, dentists, schools, sewers, roads, traffic.
I cannot believe yet 250 more houses are being considered in the area which is already at breaking point - my understanding is that the Dinas area was at maximum capacity some 5 years ago so why is this even being considered - has everyone in planning gone completely mad? I object to the idea 100%.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t9j

5985 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Andrew John [2264]

Summary:

I strongly oppose the development site, citing flood risks, inadequate drainage, and the potential for increased flooding, especially for houses near Cardiff Road. The current infrastructure cannot handle more traffic, which already causes congestion; additional vehicles will worsen this. Public services, like Dinas Powys surgery, are already strained, and extra residents will exacerbate these issues. I believe the council should prioritise existing residents' needs, conduct independent reviews, and require developers to address environmental and infrastructural concerns before proceeding with any development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3xf

5997 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: M vdh [3450]

Summary:

I wish to formally object to the allocation of Site HG1 KS2 – Land North of Dinas Powys within the Replacement Local Development Plan.
In my view, the site is unsuitable for development due to concerns relating to flood risk and drainage capacity, pressure on local infrastructure, constraints within the highway network, and the impact on the rural character and setting of the village.
Key Concerns
Flood risk and drainage capacity.
Pressure on schools and healthcare services.
Highway congestion along the Vale–Cardiff commuter corridor.
Loss of countryside forming mental and physical health recreation and noise polution.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6007 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jeffrey Joyce [3453]

Summary:

Having lived in the area since 1980 I have seen the village expand to a virtual suburb of Penarth and this development will almost join DP to Llandough hospital. This ignores the greenbelt between the 2 villages and the natural habitats of widlife. no Traffic congestion has increased to such a level there is standing traffic along the main arterial routes through the village from 7am until 7pm making it impossible to plan ahead for meetings. Additional traffic and junctions between DP and Llandough will make travel unbearable, particularly as weneed a car to attend tofamily needs.

Having been flooded in 2020 I dread the thought of how the riskof worse flooding to be exacerbated by 250 houses on top of the Eastbrook. If you walk the intended site now it is like a swamp, but at least that excess water is being held upin those fields!

Trying to see a doctor at the moment is extremely difficult and will be nigh on impossible with anothe 500++ people fighting for an appointment. The village schools are at full capacity and finding it difficult cope with its current intake.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3453 J Joyce Dinas (6007)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tb6

6012 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Cari Rees [3455]

Summary:

I object to the proposed development of 250 homes in Dinas Powys, citing its unsuitability for the village size. I believe it will strain local services such as healthcare and schools, worsen traffic congestion and safety, and increase flooding risks due to environmental impact. The development threatens to erode the village’s character by overextending its scale and infrastructure. I urge the Council to reject this proposal, emphasising the need for sustainable, proportionate planning that respects the existing community and environment. I request confirmation of receipt and recording of this objection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3455 C Rees (6012) _ Redacted.pdf - https://valeofglamorgan.oc2.uk/a/twz

6023 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Phil Richardson [1858]

Summary:

All the building within Dinas , no consideration is given to the residents as to the changes which we have to tend with ,traffic caused by these changes , the road are gridlocked plus all the congestion as a result plus all the other add on,s which follow, they should not be using all the available plots within the village, also surrounding areas to be considered.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tbx

6027 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Janet Richardson [1894]

Summary:

all the building within Dinas , no consideration is given to the residents as to the changes which we have to tend with ,traffic caused by these changes , the road are gridlocked plus all the congestion as a result plus all the other add on,s which follow, they should not be using all the available plots within the village, also surrounding areas to be considered.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tbk

6033 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Lewis Clements [1931]

Summary:

I object to the proposed housing development at Dinas Powys, due to existing infrastructure strain, severe traffic congestion, flooding risks, and environmental concerns. The area already faces overburdened roads, drainage, and public services, with inadequate active travel infrastructure forcing residents to use cars. The development would increase congestion around the hospital, cause loss of green space, and worsen air quality. Roads are poorly maintained and cannot support more traffic. Local healthcare and education services are at capacity, and the proposal neglects necessary infrastructure and community needs burdening residents and undermining sustainability of the community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tbq

6034 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Suzanne Rees [3457]

Summary:

My first concern is currently there is insufficient infrastructure to support the level of development proposed. The surrounding area is already too congested, and existing roads regularly struggle to cope with the amount of traffic. Building a large number of additional homes will inevitably increase vehicle and place further strain on roads that are already operating beyond reasonable capacity. In addition, local public services are already under considerable pressure. Schools in the area are at capacity and local GP surgeries are struggling to accommodate the current population. The surrounding area has not really changed in the last 30 years. Dinas Powys bypass was first proposed around 1977 and the route safeguarded. It was on the councils development plan 1996-2011. We are still waiting. While we are continuing to have new development forced on us in the Vale of Glamorgan. Average family fomes have changed, possibly having 3 or more cars per household. The reads are in a terrible state full of potholes because of the traffic and heavier vehicles etc. Without substantial investment in supporting infrastructure the proposed development would have a detrimental impact on the quality of life, existing residents and the wider community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3457 S Rees Dinas (6034)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tby

6040 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Claire Oneill [1537]

Summary:

HG1 KS2
Major risk of flooding as Eastbrook runs to the rear of my property from adjacent fields.
Loss of wildlife and fauna - bats,owls, weasels, rabbits, goldfinches, woodpeckers, birds of prey. Oak trees and thistles.
Eastbrook railway station does not have all-inclusive access for wheelchairs/buggies/impaired mobility
NHS services and schools already over-stretched/over-subscribed.
Cardiff Road traffic crawling
Boundary dispute XX Wayside Cottages CF64 4LH adjacent to proposed site. Full planning permission in 2007 for a side extension 2007/XXXXX/FUL. Historic google images show more land at my property than currently fenced off and pre-existing fence posts remain.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6041 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Michael Hutchings [2001]

Summary:

Increased congestion- 250 homes will bring 300-500 extra cars.
Increased flooding - water run off from Eastbrook site will enter the Cadoxton river flooding homes in Dinas Powys.
Doctors and schools already at capacity.
Loss of wildlife - development will destroy vast habitats for wildlife.
Active travel- limited access to Eastbrook train station and inadequate.
NHS services- emergency responders affected by the additional demand and congestion brought on by the development.
Reduced greenbelt boundaries are meant to be protected, not adjusted to fit an agenda.
Losing village identity- Dinas Powys population is constantly growing and will lose village identity

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tc4

6043 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Claire Oneill [1537]

Summary:

HG1 KS2
Major risk of flooding as Eastbrook runs to the rear of my property from adjacent fields.
Loss of wildlife and fauna - bats,owls, weasels, rabbits, goldfinches, woodpeckers, birds of prey. Oak trees and thistles.
Eastbrook railway station does not have all-inclusive access for wheelchairs/buggies/impaired mobility
NHS services and schools already over-stretched/over-subscribed.
Cardiff Road traffic crawling
Boundary dispute 12 Wayside Cottages CF64 4LH adjacent to proposed site. Full planning permission in 2007 for a side extension 2007/01696/FUL. Historic google images show more land at my property than currently fenced off and pre-existing fence posts remain.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6045 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dinas Powys Community Council (Mr Stephen Griffiths, Councillor) [3372]

Summary:

I object to the allocation of Site HG1 KS2 – Land North of Dinas Powys, citing concerns about flood risk, drainage capacity, and climate change impacts. I believe development would increase runoff, strain existing drainage infrastructure, and risk downstream flooding. Additionally, existing pressure on local schools and healthcare services, along with highway congestion on key commuter routes, would worsen with 250 new homes. The site's development would also threaten the rural character and setting of the village. I urge the Council to reconsider this site's suitability for development within the Local Development Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6053 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Ceri Baines [3461]

Summary:

This area of Dinas Powys is so congested that journeys are becoming un manageable, two surgeries have been closed and not replaced. Schools are oversubscribed and public transport is not fit for purpose. Unless infrastructure is significantly upgraded developments like this should be postponed. There is also the major concern of chronic habitat loss in the local area. Decline in wildlife is stark and vital habitat continues to be eroded, including a number of established trees in this area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6059 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Joanna Williams [3459]

Summary:

This site is not suitable for allocation, and its inclusion would conflict with several key RLDP objectives, including sustainable transport, flood risk management, settlement hierarchy, landscape protection, and infrastructure capacity.

Change suggested by respondent:

I request that the Vale of Glamorgan Council REMOVE the Eastbrook (North of Dinas Powys) site from the Replacement Local Development Plan (RLDP) because:

• It is a poorly connected, car dependent, unsustainable location.
• It would significantly increase traffic and congestion, with only one suitable access point.
• It presents high and unacceptable flood risk impacts on existing communities.
• It would cause major loss of Green Wedge land, harming landscape and ecological value.
• It would place unmanageable pressure on local infrastructure.

These are all material and policy relevant grounds fully supported by evidence submitted during the RLDP consultation

Sound: No

Attachments: None

6062 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Clare Richardson [2013]

Summary:

I oppose development of 250 homes at Dinas Powys, due to concerns about increased traffic, pollution, and congestion, especially near schools and the train station. Not many people work near a train station so lots will still travel by car. The bus service is not frequent enough. The development risks damaging local habitats vital for wildlife, including bats, dormice, birds, and reptiles. It may contribute to village sprawl, eroding Dinas Powys' sense of identity by bringing it closer to Llandough. Additionally, the existing healthcare facilities are already stretched, and housing costs remain high, making affordable options for young residents scarce.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tcv

6063 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr James Huzzey [3462]

Summary:

I think the pan to build up to 250 houses on this land is absolutely ridiculous! I lived in Dinas Powys for the majority of my life before moving to Penarth. I regularly travel through Dinas Powys and the traffic without the additional properties is gridlocked ALL DAY EVERY DAY. I am registered with the doctors surgery in the village and can never get an appointment as they are full to capacity. The schools are full.
There is no infrastructure to cope with the current number of properties, let alone another 250. THIS MUST NOT GO AHEAD

Change suggested by respondent:

Whilst I understand the need for additional housing in the vale, you cannot just pick out a piece of green space and build on it against the wishes of the local community.
The Vale needs to reconsider these plans and look for alternative sites to build.

Sound: No

Attachments: None

6067 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Siobhan O'Connell [2951]

Summary:

I object to the allocation of Site HG1 KS2 – Land North of Dinas Powys, citing concerns over flood risk, drainage capacity, and climate change impacts. I believe the development of 250 homes would worsen existing drainage issues and flood risks. I also highlight the strain on local infrastructure, including schools and healthcare, and increased traffic congestion on the highway network. Additionally, the site's development would harm the village's rural character and setting. Given these constraints, I consider the site unsuitable for development and request the council reconsider its allocation.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6075 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Nick Hughes [3466]

Summary:

I object to the proposed 250 homes north of Dinas Powys due to concerns over increased congestion on the A4055 Cardiff road, which already suffers peak-hour traffic issues. I believe the current public transport plans are insufficient to address this, if existing transport options solved this issue there wouldn't be any existing traffic. Additionally, I am worried about strain on local services such as schools and healthcare. The development risks eroding Dinas Powys's identity by turning it into a suburban extension of Cardiff, with minimal community or commercial expansion. Overall, I feel residents' concerns have not been adequately addressed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tcf

6083 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kevin Rossiter [3468]

Summary:

I object to the development of site HG1 KS2, evaluating its impact against the Wellbeing of Future Generations Act 2015. The project undermines key principles by damaging green spaces essential for carbon absorption and flood defence, reducing biodiversity, and negatively affecting community health and cohesion. It also risks increasing inequalities due to its location and contributes to environmental degradation through increased traffic and loss of natural habitats. The development conflicts with Wales' goals of prosperity, resilience, health, equality, community cohesion, and global responsibility through providing no infrastructure and actively removing countryside.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tcj

6085 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Wendy Puntis [3467]

Summary:

Cardiff Road is already severely congested, particularly when people are going to and from work and taking children to school. These extra houses can only add to this, causing more delays. This will be a particular problem for emergency vehicles, patients requiring emergency admission to hospital will be delayed with the risk of serious consequences caused by this building plan. There are already an unacceptable delays for GP appointments, 250 more households can only make this worse. Schools are already full. There will be no shops within easy walking distance for elderly or disabled people. Is the existing gas, water, sewerage and electricity infrastructure adequate for these houses?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tch

6089 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Malcolm Puntis [3123]

Summary:

Roads - Cardiff Road is already inadequate for the existing volume of traffic, there are frequent delays. This building project can only make it worse. The increased congestion will make it impossible for emergency vehicles to travel efficiently. The state of repair of Dinas Powys roads is currently appalling, extra traffic will cause further deterioration.
GP Practice - There are delays now when making a GP appointment, all these extra residents will make it worse. Is there a plan for extra GP's or another GP practice?
Schools - Where is the school that all the 100 or more children living in these 250 new houses will attend? The existing schools are full.
Shops - There are no shops within easy walking distance, especially for elderly or disabled people.
Construction - Will the quality of building for the proposed houses be of an appropriate standard? There are several developments in the Cardiff and Penarth area where the building quality, by some contractors, has been so poor that residents have had to move to temporary accommodation for essential repairs to be undertaken.
Public Transport - There will be an increased demand for public transport. Will a lift be installed on Eastbrook Station so that passengers who cannot manage stairs can travel easily to and from these houses?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tcz

6107 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Julian Baines MBE [3477]

Summary:

There is no provision for the traffic issues which already heavily congested on Sully Road, Cardiff Rd and Redlands Rd. No provision for doctors surgery as still awaiting the long promised Cogan hub at the Leisure Centre. No additional school places. Basically totally unworkable

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6116 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr leonard Hughes [2031]

Summary:

traffic
loss of wildlife and habitat
pollution
no added facilities it took me 161 times to access doctors

Change suggested by respondent:

house equate to 2.5 cars roads around cannot cope

Sound: No

Attachments: None

6117 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kelly Boyce [2181]

Summary:

Congestion
Pollution
Destroys wild life
Loss of habitat
No additional infrastructure
Traffic delays

Change suggested by respondent:

No more houses in lesser green area. Local wild life needs to be protected.

Sound: No

Attachments: None

6119 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Allison Davies [1802]

Summary:

Dinas doesn't need any more housing. Traffic throughout the day is already at capacity, and adding approx 500 cars extra cars is madness. The roads are in a shocking state. I live in Dinas and work in Penarth and my daily commute is getting longer and longer. The site is already prone to flooding, so those homeowners will not be able to obtain house insurance.

Change suggested by respondent:

Do not build any extra houses in Dinas Powys, they are not needed.

Sound: No

Attachments: None

6189 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

The KS2 requirements say: a secondary access closer for emergencies as well as pedestrians and cycling. Highways asked the applicant to respond but they were unsuccessful
no drawings of the sole suggested access onto Cardiff Rd using the farm gateway by Wayside cottages
blockage of access to carparking at one side, removal of parking space at the other
limited visibility with roadside cottages and narrow pavement, roadway too narrow for a turning lane
reported impossible to insert cycling and pedestrian lanes on CardiffRd to meet Active travel minimum standards so gave up.
The development is unviable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

6206 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sarah Jefferies [3494]

Summary:

Increased flooding risk
Increased traffic with no new infrastructure
Not enough space at gp surgery
Schools already over subscribed

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6270 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Jane Harden [3506]

Summary:

As a resident of Dinas Powys, this submission focuses on Site Reference HG1 KS2 Land to the North of Dinas Powys. However, general comments around the RLDP should be considered in the whole.
My thoughts are set out below and relate to 10 key areas of concern.
• Air Quality & Traffic
• Flood Risk
• Wastewater Treatment
• Green Space & Green Infrastructure
• Health & Wellbeing
• Education & Medical Services
• Affordable Housing Allocation
• Community Cohesion & Social Integration
• Climate Change & Sustainability
• RLDP Plan-making Process & Evidence Base

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kx
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kj

6285 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Lynne Squires [3520]

Summary:

I object to site HG1 KS2 in Dinas Powys on the grounds of several factors that should all be given consideration. These are: Air Quality & Traffic, Flood Risk, Wastewater Treatment, Green Space & Green Infrastructure
Health & Wellbeing, Education & Medical Services
Affordable Housing Allocation, Community Cohesion & Social Integration, Climate Change & Sustainability and RLDP Plan-making Process & Evidence Base. I have explained all of these topics in detail.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/twp
Representation Form Annex - Redacted - https://valeofglamorgan.oc2.uk/a/twq

6292 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: June Davies [3523]

Summary:

I am concerned that the RLDP proposals for Dinas Powys rely on outdated and incomplete data, particularly regarding traffic capacity that lacks settlement specific junction modelling, air quality, sustainable transport, and flood risk. There is no specific modelling or evidence to support claims of capacity or safe development. Flood risk assessments and modelling are based on obsolete information, ignoring the 2020 flood event and current climate projections. Key evidence gaps undermine the Plan's validity, and without addressing these issues, I believe the RLDP cannot be considered sound or sustainable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/tf7

6293 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Katrina Webb [3524]

Summary:

This is a v-poor development site - Flooding is a major issue around these fields. Traffic - Already serious tailbacks, and ensuring pollution as a result. Infrastructure - Roads, Schools, Doctors etc not already subscribed. Nature - This green corridor between urbanisation is of great importance not just for diversity of wildlife, but also human health including mental wellbeing. Village life- The old village has already had it's character impacted by developments further development erodes the essence of this great community. Past Developments - shoddily put up on flood plain and regular people experience flooding in their homes. Final words - we can do better than this incongruous proposal - thank you.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3524 Webb Dinas (6293)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tfv

6297 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Joanne King [3526]

Summary:

I wish to object to your proposal to build another 250 houses in Dinas Powys. My daughter bought a house at scholars park in Dinas through your Aspire to own scheme. She was very happy there until you housed two drug addicts 3 doors up from her. She has spent the last 4 years writing compliant letters to United Welsh and having to phone the police constantly to no avail. All of the neighbours have also done the same. When you offered this affordable homes scheme at no stage was she told she would be living in close proximity to drug addicts. How many more druggies will be houses in this development? I have lived in Dinas Powys for 50 years and it is not the safe village it used to be. You have brought crime to our village and my daughter and my mental health has suffered as a result. It's not just the addicts its all their friends, people delivering drugs and affecting nightly, and you are well aware of this because residents have complained via Chris Franks and Malcolm Phillips.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3526 King Dinas (6297)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tfh

6299 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs Colin Sim [1920]

Summary:

I am concerned about the increased traffic on Cardiff Road which is already congested. Also the reduced greenbelt, increased risk of flooding and the pressure on local services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1920 Sim Dinas (6299)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tfq

6302 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Lawrence King [3529]

Summary:

I wish to object to the proposed construction of a further 250 house in Dinas Powys for the following reasons:
a) From personal experience it seems that in Dinas Powys, notably the "scholars park" development, a number of "affordable" homes, have been used to house drug addicts, which has caused years of distress despite repeated complaints to the police and the VOG council's partners "United Welsh". It would appear that "new build", affordable housing is being used to house "drug addicts" in the local community, without informing them. This has lead to years of distress, frustration and despair for local residents.
b) Building large scale housing, without improving infrastructure, will lead to traffic chaos, drainage problems and mean gridlock in Dinas Powys, the main route from Barry into Cardiff and possible increased flood risk to an already worried local population, many of whom have been flooded in recent times
c) Adding a large number of families to the local population will put an increased strain on local services with oversubscribed schools and put pressure on an already stressed and straining health practice.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3529 L King Dinas (6302)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tgs

6304 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Mandy Brimble [3530]

Summary:

As a resident of Dinas Powys, this submission focuses on Site Reference HG1 KS2 Land to the North of Dinas Powys. However, general comments around the RLDP should be considered in the whole. My thoughts, concerns and objections are set out in the attached Annex and relate to 10 key areas.

Topics are not listed in priority order, they are all important, and I expect each to be given full consideration to be given to each. For ease of reference the topics I will be referring to are:
Air Quality & Traffic
Flood Risk
Wastewater Treatment
Green Space & Green Infrastructure
Health & Wellbeing
Education & Medical Services
Affordable Housing Allocation
Community Cohesion & Social Integration
Climate Change & Sustainability
RLDP Plan-making Process & Evidence Base

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mw

6317 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Bloodworth [3533]

Summary:

The roads are already heavily congested, and adding 250 homes with hundreds more cars would worsen an overstretched network. Llandough and Dinas Powys carry major Cardiff–Vale traffic without the infrastructure or public transport to support it, and Cardiff Road has been at capacity for years with no improvements. More vehicles would increase queues, worsen air quality, and further delay emergency services, which already struggle to get through. Extra side-road traffic feeding onto Cardiff Road would only intensify these problems. How will these residents access Cardiff Road?

We are unable to currently get a doctors appointment, adding at least another 250 to 1000 people will again exacerbate this situation.

This is also a huge loss to local wildlife, and will destroy vast habitats for all wildlife.

Removing green fields and adding more concrete will only exacerbate existing flooding issues.

Risk of removing the distinction between Dinas Powys and Llandough and harming their distinctive identities.

Residents views and concerns should be taken into account in these decisions.

Green spaces should be protected because they absorb pollution, support mental wellbeing, and help tackle climate change.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tgf

6320 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Catherine Messr [3542]

Summary:

Please attach additional pages if required.
PLANNING REFERENCE HG1 KS2
I strongly object to the proposal to build 250 houses on Cardiff Road, Dinas Powys. As a local resident, there are a number of factors that make this proposal completely untenable and disastrous for the local area both in the short and long term.
Traffic: Congestion along Cardiff Road is already a huge issue and has been for many years. Increased housing in Barry has exacerbated this problem, with Cardiff Road the main access route to Cardiff and beyond. Adding 250 houses next to a main road with daily traffic jams, especially at peak times, will further add to the congestion, having a detrimental effect on the environment and causing further disruption to already frustrated local residents.
Flooding: Dinas Powys has suffered from an increased flood risk over recent years - both from local rivers and insufficient residential drainage - both clearly visible on flood risk maps. The installation of flood barriers and flood prevention measures for numerous homes merely aims to reduce the impact of damage in the inevitable event of flooding - likely to further increase with the impact of climate change.
Building a significant number of houses with associated infastructure on green fields adjacent to Cardiff Road will inevitably contribute to raisedwater levels in both the Eastbrook River and the River Cadoxton, causing increased floodrisk to current homes. This is unacceptable.
Dinas Powys has developed 3 large housing developments over recent years, most recently a huge estate at Scholar's Park, formerly a large green space area. Building on green field land separating Dinas Powys
from Llandough will destroy a vast wildlife area and will remove one of the last significant green spaces in the village, decreasing biodiversity and eco-system resilience. This will also adversely affect the health and wellbeing of local people, replacing nature with another congested housing development.
Active Travel: This is currently an issue for local residents. Eastbrook Station is inaccessible for many people due to the steps/bridge to access both sides of the platform. The proposed site has poor access to the station due to the narrow pavements and proximity to the Cardiff Road. This is not a successful example of 'active travel' and will more likely result in more car journeys for potentially 500 additional cars.
Local Services - Medical/Education: These are at capacity. Adding significant additional housing without considering the impact on education and GP accessibility is irresponsible

Change suggested by respondent:

-

Sound: Yes

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mk

6322 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kathleen Bloodworth [2347]

Summary:

The roads are already heavily congested, and adding 250 homes with hundreds more cars would worsen an overstretched network. Llandough and Dinas Powys carry major Cardiff–Vale traffic without the infrastructure or public transport to support it, and Cardiff Road has been at capacity for years with no improvements. More vehicles would increase queues, worsen air quality, and further delay emergency services, which already struggle to get through. Extra side-road traffic feeding onto Cardiff Road would only intensify these problems. How will these residents access Cardiff Road?

We are unable to currently get a doctors appointment, adding at least another 250 to 1000 people will again exacerbate this situation.

This is also a huge loss to local wildlife, and will destroy vast habitats for all wildlife.

Removing green fields and adding more concrete will only exacerbate existing flooding issues.

Risk of removing the distinction between Dinas Powys and Llandough and harming their distinctive identities.

Residents views and concerns should be taken into account in these decisions.

Green spaces should be protected because they absorb pollution, support mental wellbeing, and help tackle climate change.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/th3

6324 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Rupert Boston [3543]

Summary:

I am writing to formally lodge my objection to the proposed allocation of site HG1 KS2 (250 dwellings at Cardiff Road/Eastbrook) within the Deposit Plan. I contend that this allocation is unsound and fails to meet the required Tests of Soundness (specifically Test 2: Appropriateness) as set out in the Development Planning Manual.

My objection is based on the following material and statutory considerations:

1. Severe Cumulative Impact on the Highway Network

Planning Policy Wales (PPW) Edition 12 is clear that development should be prevented where the residual cumulative impacts on the road network are severe.

As a local resident, I experience this "severity" on a daily basis. My son attends a local primary school and participates in various after-school activities. As these activities are frequently in locations not served by viable or frequent public transport, I am reliant on the car to transport him. Currently, the congestion on Cardiff Road is so chronic that he is regularly late for his commitments. Adding a further 250 dwellings and an estimated 400+ additional vehicles to this specific corridor will lead to a total failure of the local transport network. This proposal will move the situation from "congested" to "non-functional," directly harming the quality of life and social development of local children.

2. Breach of the Well-being of Future Generations (Wales) Act 2015

The Council has a statutory duty to act in accordance with this Act. By proposing a development that further gridlocks the village and effectively prevents children from accessing extracurricular activities in a timely manner, the Council is failing the "Social" and "Cultural" well being goals. This plan fails to prioritise "Prevention" (preventing the total collapse of local infrastructure) and "Integration."

3. Unacceptable Settlement Coalescence & Loss of Village Identity

Dinas Powys is a historic village, not an urban extension of Cardiff or Llandough. Site HG1 KS2 represents an unacceptable coalescence of settlements. It fails to provide a "defensible boundary" and destroys the "Green Wedge"which is vital to maintaining the village's distinct identity. This violates PPW 12 guidelines regarding the protection of the character and setting of distinct communities.

4. Infrastructure Capacity and Environmental Risk

• Education & Health: The plan is unsound as it lacks a deliverable strategy to mitigate the massive oversubscription at local primary and secondary schools and GP surgeries.

• Flood Risk: The Eastbrook site is a known run-off area. Increasing impermeable surfaces with 250 homes will inevitably increase the downstream flood risk for the wider village, contravening TAN 15.

• Sewerage: I am deeply concerned regarding the capacity of the existing Victorian sewerage network to handle increased loads without leading to further untreated discharges into the local environment.

Conclusion

The allocation of HG1 KS2 is not the most appropriate strategy when compared to reasonable alternatives. It places an unsustainable burden on an already failing infrastructure. I urge the Council to remove this site from the RLDP to ensure the plan remains sound and legally compliant.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mz

6349 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Joanne Williams [3550]

Summary:

I disagree and object strongly!!!! There is no place for more housing in Dinas Powys (HG1KS2 - Ref No for complaint). There is insufficient doctors, the roads are already overloaded. There is not sufficient disabled access to train services plus insufficient parking!! The risk of FURTHER FLOODING is a BIG concern, having been hugely impacted by this at Xmas time a few years ago! Dinas Powys should be allowed to remain a village not become a town!!! NO NO NO to more housing!!!! Floods a huge concern!!!!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3550 Williams Dinas (6349)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/txc

6351 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Charles Pleasants [3285]

Summary:

I strongly object to the allocation of development in HG1 KS2 Eastbrook in the RLDP because it is environmentally unsafe, increases risks of flooding in the Dinas Powys area and would overwhelm local infrastructure. Local roads are already unable to cope with traffic volumes, air quality diminishes with growing traffic and more housing would only aggravate this. The plan offers no proven flood mitigation and residents already live with the threat of increasing flooding. It also erases one of the last local green spaces that our community depends on. Local schools and health centres are already at capacity and would struggle with demands posed by the proposed 250 dwellings. The Eastbrook site fails tests of soundness and should be removed from the plan.

Change suggested by respondent:

The Eastbrook site fails tests of soundness and should be removed from the plan.

Sound: No

Attachments:

3285 Pleasants Dinas (6351)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/txf

6354 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Jones [3555]

Summary:

We strongly object to this proposal. Our main objections are:
1) Increased traffic
2) Increased pressure on local services
3) Increased pollution
4) Risk of flooding

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/txp

6356 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Deryn Jennings [3554]

Summary:

I have seen a huge increase in traffic along Cardiff Road over the years.
The current road layout cannot cope with the extra traffic these houses would generate. More cars would worsen congestion, lengthen commuting times, and increase emissions—especially concerning given the nearby infant school where young children are exposed to polluted air. Public transport is too limited to offset this impact. Higher traffic levels would also increase risks for pedestrians and cyclists, with gridlock and driver frustration raising the likelihood of serious accidents.
Local schools are already oversubscribed, and the GP surgery is operating at full capacity with limited appointment availability. Adding further housing would place unsustainable pressure on services that are already stretched.
The loss of additional green space is further endangering the local wildlife which has already been affected by recent developments.
People choose to live in Dinas Powys for its small-village character and active community, but this is being erradicated by the continued building of houses which is creating a town-like feel, and is likely to harm mental health.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/txz

6359 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Helen Huzzey [1862]

Summary:

I have lived in Dinas Powys for over 70 years and have witnessed its growth, increased traffic, and flooding problems. The recent developments have saturated the area, worsening congestion, pollution, and flood risks. Infrastructure such as active travel routes, public transport, NHS services, and schools are at capacity and cannot support more residents. The proposed development threatens local wildlife, reduces greenbelt boundaries, and risks eroding our village identity. I question what has changed since the previous rejection of the Eastbrook site and oppose further development that damages our community and environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1862 Huzzey Dinas (6359)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/tj4

6365 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr marcus longley [3382]

Summary:

I support building houses between Dinas Powys and Llandough - there is a chronic housing shortage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tj8

6369 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Arthur Mills [1441]

Summary:

I strongly object to this proposed planning for more houses on the east of Dinas Powys on the grounds that total gridlock will be on the roads of Dinas powys - forever.
I also believe the ancient sewerage pipes will not be able to control the effluent and water run off from this site.
If this development should be permitted there will be total gridlock through Dinas Powys.
Public transport will not improve the overloaded system.
Neither will it sort Schools GPs and support networks.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tjg

6371 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: James Leung [1754]

Summary:

The objector notes the site was previously rejected (2011-2026 LDP) due to "insurmountable constraints," including countryside intrusion and highway issues, which they argue remain unresolved.

The site sits entirely within a designated Green Wedge. The objector argues that developing ~250 homes would result in the physical coalescence of Dinas Powys and Llandough, violating PPW Paragraph 3.78 and undermining the original purpose of the designation.

There is a challenge regarding the "Candidate Site Assessment" (BP18A). The objector points out that smaller, adjacent sites (e.g., Sites 356, 419, 423) were rejected for Green Wedge harm, yet this larger site was progressed without clear justification for the differential treatment.

The objector claims the Station Road/Cardiff Road junction is already at capacity. They argue the RLDP lacks updated junction modelling, cumulative impact assessments, or funded mitigation.

The "aspirational" shift to active travel is challenged. Concerns include the lack of accessibility at Eastbrook Station (no lift/crossing) and the insufficiency of current bus/rail services to meet increased demand.

Concerns are raised over the lack of a settlement-specific capacity study. The objector highlights a perceived lack of transparency regarding how previous Section 106 contributions (e.g., Taylor Wimpey) were utilized to increase local capacity.

There is no confirmed capacity or infrastructure sequencing plan from Dwr Cymru Welsh Water for wastewater and sewerage upgrades.

The site is described as prone to surface water flooding. The objector argues that developing the site will displace water, increasing flood risk to the existing village, and that current modelling fails to account for climate change allowances.

The objector contests current monitoring, noting it was conducted in open fields rather than at sensitive receptors (like schools). They argue that 250 homes will alter dispersion dynamics and worsen air quality.

The site is identified as Grade 2/3a (BMV) land. The objector argues the RLDP fails to demonstrate the "overriding need" required by PPW to justify the loss of high-quality agricultural soil.

The objection lists specific protected or notable species (Bats, Tawny Owls, Sparrowhawks, etc.) whose natural habitat would be lost.

The proposal is viewed as a disproportionate extension that ignores local character and settlement identity.

The objector contends the allocation is "numbers-driven" rather than based on sensitive placemaking principles or community wellbeing.

Change suggested by respondent:

It is respectfully requested that:

The allocation of Site SP4 KS2 be removed.

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tjj

6383 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Catherine Tailby [3566]

Summary:

As a resident of Dinas Powys, this submission focuses on Site Reference HG1 KS2 Land to the North of Dinas Powys. However, general comments around the RLDP should be considered in the whole.
My thoughts, concerns and objections are set out in the attached Annex and relate to 10 key areas.
Topics are not listed in priority order, they are all important, and I expect each to be given full consideration to be given to each. For ease of reference the topics I will be referring to are:
Air Quality & Traffic
Flood Risk
Wastewater Treatment
Green Space & Green Infrastructure
Health & Wellbeing
Education & Medical Services
Affordable Housing Allocation
Community Cohesion & Social Integration
Climate Change & Sustainability
RLDP Plan-making Process & Evidence Base

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3n5
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3n6

6391 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Deborah Jones [1521]

Summary:

I strongly object to the proposed HG1 KS2 development due to concerns about increased traffic congestion, especially on Cardiff Road and Pen y Turnpike, and the lack of recent road upgrades. I question why the focus is on Dinas Powys instead of other sites, given the strain on local health services and schools. The destruction of green spaces and impact on wildlife are alarming. I believe objections are being deliberately made difficult to suppress dissent. Overall, I feel this development will harm our community's health, environment, and quality of life.

Change suggested by respondent:

-

Sound: Yes

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3n9

6392 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jonathan Cowpe [3568]

Summary:

I oppose the allocation of land at Eastbrook in Dinas Powys for housing development due to serious infrastructure limitations, flood risks, and environmental concerns. The site has a history of flooding, groundwater issues, and interactions with existing drainage systems. Local facilities, including medical centres and schools, are at full capacity, and roads are congested, worsening pollution and safety. Pavements and station accessibility are inadequate. I believe these issues are insurmountable and request the removal of Eastbrook from the RLDP, as it offers no benefit to the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nv

6393 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Dunleavy [1912]

Summary:

The land including the land Landough Hospital is built was gifted as I understand it by local person for the purpose of building the hospital in rural setting.
I object to proposal as there will be a loss of the existing country side and subsequent loss of wild life. It will bring Llandough/ Penarth/ Cardiff even closer causing greater pressure on local health services/schools/ and will create even more traffic to any already very congested Cardiff /Barry Road.
In my view this development is for commercial gain only because to the builders and thier supporters it's an ideal spot to build on.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nb

6400 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lynnette Love [1806]

Summary:

I am appalled the consideration to build yet more houses on this site in Dinas Powys. We are already bottled in with traffic and this proposal will only increase the problem. The same access roads will be used which are extremely busy all times of the day and night, with no let up. Also with so many dwellings proposed, there is an increased chance of flooding with water running into Cadoxton River which has burst on more than one occasion flooding homes in Dinas Powys.

I have lived here for over 60 years and have seen the impact all the new houses have had on the infrastructure, apart from the loss of green spaces in the village. What was a pleasant place to live has been turned into an urban bottleneck. The village has been utterly spoiled and this proposal will just add to it.

Our doctors surgery and our local schools are already at capacity, with no plans for any new facilities.
The boundary between Dinas Powys and Llandough would be even smaller, these should be protected, let alone the impact on loss of wildlife, loss of green space and trees.

Change suggested by respondent:

-

Sound: Yes

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nd

6402 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs sarah pope [1481]

Summary:

I strongly object to the housing development HG1 KS2 for several reasons as stated below:
When I was a child growing up at that end of Dinas Powys I was always told that land was green belt and would not be built on. What has changed?
The main road running through Dinas Powys cannot take any more traffic. Queueing to get through what used to be a village during peak hours can take over half an hour. Is there going to be yet another set of traffic lights or will it be a different junction?
I am also very concerned as initially there is talk of 250 houses. Is that just the start or is that the final number?
Let's just say for one minute that is the final number, we are talking in the region of 600 – 700 people, if you average 3 people per house. Please don't tell me those people are expected to register with the already over-subscribed Health Centre. It can take days to get through for appointments or prescriptions already.
I would be more openminded about the housing development if more money is going to be spent on the services and infrastructure of what used to be a nice manageable sized village community instead of just throwing up more houses.
I have also heard that if the proposed housing does go ahead the builders assigned to the project are persimmon. I hope this is not the case as it is a know fact that the build quality is very poor.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nf

6413 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Malcolm Phillips [3574]

Petition: 1376 petitioners

Summary:

E-petition via Change.Org with 1376 signatures
Residents in Dinas Powys are objecting by means of this electronic version of the petition to the proposal to build 250new houses to the north.
They are concerned with a number of factors:
Flooding risks,
Poor transport facilities at Eastbrook railway station,
Schools will be over subscribed.
The medical centre will not be able to cope with additional patients.
The main road through Dinas Powys (Cardiff Road) will be even more gridlocked .
Loss of green wedge site.
The Council were unable to answer many questions during the drop on event at Murchfield Community Centre.
Residents claim not all studies have been carried out to support this proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/tzr
E-petition (Redacted) - https://valeofglamorgan.oc2.uk/a/4sp

6414 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Matthew Andrews [3575]

Summary:

I strongly oppose development plan HG1 KS2 due to its negative impact on Dinas Powys and surrounding areas. The site would worsen congestion on Cardiff Road, which is already gridlocked, with no infrastructure upgrades planned. Roads are poorly maintained, public transport is overstretched, and parking issues persist. Local schools and healthcare services are already overwhelmed. Additionally, recent flooding in the area worsens with new developments, and building on natural flood absorption areas risks further environmental damage. These concerns make the proposal unviable and detrimental.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nh

6418 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Drury [1730]

Petition: 377 petitioners

Summary:

Paper Petition with 377 signatures
Opposition to Development Group
Help Save Dinas Powys
Petition of Objection to Vale of Glamorgan RLDP Plan 2021-2036 Planning ref HG1 KS2 - Site Proposal: 250 properties on land north of Dinas Powys, off Cardiff Road

We the undersigned formally object to the above-mentioned on the following grounds: Increased road congestion and pollution, flooding risk, doctors and schools are already at over capacity, IN active travel - Eastbrook station is inadequate and not accessible for everyone, discriminating against the minority, reduced green wedge and loss of village identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper petition redacted - https://valeofglamorgan.oc2.uk/a/tz8

6420 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mari-Wyn Elias-Jones [3577]

Summary:

I strongly oppose the housing development north of Dinas Powys off Cardiff Road due to existing severe congestion, increased pollution, and road safety concerns. The proposal would increase traffic by approximately 500 vehicles, worsening gridlock on a vital route used by residents and commuters. The bus lane is rarely used by buses, mainly by taxis, causing delays. The current active travel infrastructure is inadequate for cyclists, and additional cars would heighten dangers. I believe this site is unsuitable given the already overwhelmed services and roads, risking further chaos and hardship for residents. I understand the need for extra housing and the pressure on local authorities to secure land suitable for housing, but not in this location where the only option for travel is on to an already busy and congested road.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tz4

6422 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Ella Groves [3581]

Summary:

There should be no new houses built in Dinas Powys at all, one of the primary draws of the village is that it is a village. As new houses are constantly built on the edges the population is ever-increasing and that village identity is being lost.
But if new houses are to be built regardless of concerns about the loss of village identity then it should be considerably less than 250. 250 is an incredibly large number of houses to suggest building in an area where local GPs are at capacity and both primary and secondary schools are oversubscribed. The sheer number of houses will also cause a major increase in congestion - a problem Dinas is already facing.
The location proposed for these houses to be built is also unacceptable. Many homes in Dinas Powys already experience flooding when the weather is bad (as it so often is in Wales). Water run off from the Eastbrook site will enter the Cadoxton River which has burst and flooded homes here many times.
There are also concerns about the loss of wildlife the site will cause as it destroys habitats. The greenbelt between Dinas and Llandough will also be reduced.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nn

6427 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Jen Sullivan [1564]

Summary:

The objector notes the site was previously rejected (2011-2026 LDP) due to "insurmountable constraints," including countryside intrusion and highway issues, which they argue remain unresolved.

The site sits entirely within a designated Green Wedge. The objector argues that developing ~250 homes would result in the physical coalescence of Dinas Powys and Llandough, violating PPW Paragraph 3.78 and undermining the original purpose of the designation.

There is a challenge regarding the "Candidate Site Assessment" (BP18A). The objector points out that smaller, adjacent sites (e.g., Sites 356, 419, 423) were rejected for Green Wedge harm, yet this larger site was progressed without clear justification for the differential treatment.

The objector claims the Station Road/Cardiff Road junction is already at capacity. They argue the RLDP lacks updated junction modelling, cumulative impact assessments, or funded mitigation.

The "aspirational" shift to active travel is challenged. Concerns include the lack of accessibility at Eastbrook Station (no lift/crossing) and the insufficiency of current bus/rail services to meet increased demand.

Concerns are raised over the lack of a settlement-specific capacity study. The objector highlights a perceived lack of transparency regarding how previous Section 106 contributions (e.g., Taylor Wimpey) were utilized to increase local capacity.

There is no confirmed capacity or infrastructure sequencing plan from Dwr Cymru Welsh Water for wastewater and sewerage upgrades.

The site is described as prone to surface water flooding. The objector argues that developing the site will displace water, increasing flood risk to the existing village, and that current modelling fails to account for climate change allowances.

The objector contests current monitoring, noting it was conducted in open fields rather than at sensitive receptors (like schools). They argue that 250 homes will alter dispersion dynamics and worsen air quality.

The site is identified as Grade 2/3a (BMV) land. The objector argues the RLDP fails to demonstrate the "overriding need" required by PPW to justify the loss of high-quality agricultural soil.

The objection lists specific protected or notable species (Bats, Tawny Owls, Sparrowhawks, etc.) whose natural habitat would be lost.

The proposal is viewed as a disproportionate extension that ignores local character and settlement identity.

The objector contends the allocation is "numbers-driven" rather than based on sensitive placemaking principles or community wellbeing.

Change suggested by respondent:

It is respectfully requested that:

The allocation of Site SP4 KS2 be removed.

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tzk

6429 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Hayley Paterson [1995]

Summary:

I believe the proposed development contradicts the Deposit Plan's objectives and will harm Dinas Powys community by increasing congestion, flooding, and pressure on local services. It threatens green spaces, wildlife habitats, and the rural character. Existing infrastructure is already strained, and flood risks are a concern, worsened by reducing green space. The development ignores the need for accessible green areas that promote health and wellbeing, and it conflicts with policies prioritising brownfield sites and protecting natural habitats. It will also overburden schools, healthcare, and transport, damaging community cohesion and environmental resilience.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

6429- Additional Submission Mrs Hayley Paterson [1995] - https://valeofglamorgan.oc2.uk/a/tm4
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nq

6430 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Chirag Metha [2123]

Summary:

1. "Key Site" on Cardiff Road
The proposed development of approximately 250 homes on land adjacent to Cardiff Road is fundamentally unsuitable for the following reasons:
Severe Traffic Congestion
Cardiff Road already experiences significant congestion, particularly during peak commuting hours and due to traffic associated with Llandough Hospital. Introducing a further 250 dwellings will substantially worsen traffic conditions, increasing delays, road safety risks, and air pollution.
Loss of Green Belt and Settlement Separation
This land currently functions as an important green buffer between Llandough and Dinas Powys. Development would erode the natural boundary that maintains the distinct identities of these communities. The loss of this separation would result in undesirable coalescence of settlements and permanent loss of open countryside.
Flood Risk and Environmental Impact
The area plays an important role as permeable agricultural land which assists with natural drainage. Development will increase surface water runoff and exacerbate local flooding risks. Additionally, this land supports wildlife habitats which would be significantly harmed by large-scale housing development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qp

6441 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sweta Mehta [2120]

Summary:

1. “Key Site” on Cardiff Road
The proposed development of approximately 250 homes on land adjacent to Cardiff Road is fundamentally unsuitable for the following reasons:
Severe Traffic Congestion
Cardiff Road already experiences significant congestion, particularly during peak commuting hours and due to traffic associated with Llandough Hospital. Introducing a further 250 dwellings will substantially worsen traffic conditions, increasing delays, road safety risks, and air pollution.
Loss of Green Belt and Settlement Separation
This land currently functions as an important green buffer between Llandough and Dinas Powys. Development would erode the natural boundary that maintains the distinct identities of these communities. The loss of this separation would result in undesirable coalescence of settlements and permanent loss of open countryside.
Flood Risk and Environmental Impact
The area plays an important role as permeable agricultural land which assists with natural drainage. Development will increase surface water runoff and exacerbate local flooding risks. Additionally, this land supports wildlife habitats which would be significantly harmed by large-scale housing development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yr

6442 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Hampson [3586]

Summary:

The road through the village is at capacity every day at rush hour and frequently on weekends backing up from the merrie Harrier and very slow traffic through the village to sully moors and Barry.
The bus lane doesn't really help and the train is fine once you can get there and if you can park. Adding traffic from 250 houses can't help.
The other big problem is schools and the doctors are at capacity. Where will new comers be accommodated?
The land is very wet and waterlogged so would present a challenge to build on. Loss of ground to soak up and store rainfall would only add to the risk of flooding in the village.
Wildlife would be affected as it's a very 'quiet' area undisturbed.
There is clear need for more housing but a development on this scale on this site is disproportionate and not helpful.

Change suggested by respondent:

Remove the site

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tzy

6446 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Janet Hampson [3587]

Summary:

this development is just too much and in the wrong place.
traffic is already very bad on the road in and out of the village and that many houses will gridlock the road every rush hour.
There are not nearly enough places in the local schools and the doctors is full so how can these hundreds of new people going to access services?
more housing is needed but this is too much and too concentrated.
The ground is very wet and boggy so how can you build on that?

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tzp

6448 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Fran Thrower [3588]

Summary:

I object to the proposed housing development in Dinas Powys due to severe traffic congestion, which already causes delays and worsens air quality, risking lives and emergency access.
The area's limited infrastructure, including healthcare and schools, cannot cope with additional residents.
Transport links are not good, and Eastbrook station has inadequate parking and cannot be used by anyone with mobility issues or a pram.
Flooding risks would also increase.
The loss of greenbelt land would damage local wildlife and destroy the village's character.
I believe this development would harm the community's identity and overall quality of life and should not proceed.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tmw
Contents - https://valeofglamorgan.oc2.uk/a/tmf

6449 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Matthew Clements [1449]

Summary:

I oppose this development in Dinas Powys due to increased flood risks from loss of natural drainage, as recent flooding in 2020 was not considered in the Flood Consequences Assessment. The project would worsen traffic congestion on Cardiff Road, which already struggles with current volumes. The local station is inadequately accessible, and active travel routes are unsafe and unsuitable for all users. The loss of greenfield land and the encroachment into the Green Wedge undermine environmental and planning policies. Additionally, it would strain local services and infrastructure, making the development unsustainable and inappropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ys

6451 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Gabriella Thrower [3589]

Summary:

I oppose the proposed homes in Dinas Powys due to several concerns. The development would worsen traffic congestion, impacting emergency access, increasing pollution, and aggravating existing road damage. I worry about flooding risks, inadequate local infrastructure such as schools and healthcare, and the strain on NHS services. The loss of greenbelt land threatens local wildlife and the village's character. This development could fundamentally alter the village's identity, which is a valued part of our community, and I believe it should not proceed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qy

6454 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Eleanor Hudd [3590]

Summary:

250+ new houses, Cardiff Road will increase traffic, so busy in the mornings during the week but also on the weekends. With the current traffic it can take up to 5 minutes trying to get out of my estate and onto the main road through Dinas Powys.
The roads are not fit for purpose with all the pot holes and having to swerve to avoid hitting them, but with a potential of an extra 300-500 additional cars the roads will need resurfacing weekly which no doubt the council will increase our council tax even more.
Dinas Powys infant school is on the main road and I'm sure the air pollution is currently already high putting the lives of the children at risk. I really enjoy living in Dinas Powys village - seeing green land instead of concrete / houses which could potentially be the case in the future.
Please think of us residents and not just about making money from these housing developers!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pj

6455 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Dawn Burns [2526]

Summary:

HG1 KS2 Eastbrook in the RLDP— a plan for 250 new homes in Eastbrook, Dinas Powys. The the development is unsafe, non-compliant with Welsh planning policy, environmentally damaging, and unsupported by the required evidence.
The proposal relies on a single access for over 100 dwellings, which contradicts Planning Policy Wales (PPW11), TAN 18, Fire & Rescue Service expectations, Manual for Streets, Welsh precedent, and typical Welsh Local Highway Authority practice. Burns argues this creates unacceptable risk, reduces emergency response capability, and contradicts national requirements for resilient, safe development.
The development fails to address hard constraints, including inadequate Active Travel compliance, missing bus improvements, and the refusal or inability to provide a feasible secondary/emergency access. Cardiff Road is identified as already the most congested road in the Vale and designated traffic-sensitive under the New Roads and Street Works Act 1991.
Flooding evidence has been suppressed in the RLDP, particularly the omission of the December 2020 flooding of 100 Dinas Powys homes, despite JBA Consulting producing the statutory Section 19 flood report.
Environmental objections are significant.
The site contains protected species—including dormice, bats, otters, badgers, kingfishers, newts and the High Brown Fritillary butterfly—yet surveys are either absent or incomplete. Burns argues the proposal contradicts the new Environment (Principles, Governance and Biodiversity) Wales Bill (2026) and wider climate-nature commitments.
Increased pressure on GP surgeries, schools and emergency services, contradictions with Welsh Government's moratorium on new roads, and failures to adhere to Well-being of Future Generations Act duties for involvement, transparency, and equality considerations.
The site is wholly unsuitable and urges the Council to remove HG1 KS2 Eastbrook from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3y4

6456 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Jodie Clements [1974]

Summary:

I believe the proposed development poses significant risks, including increased flooding due to loss of natural drainage, and worsened traffic congestion on Cardi Road with more vehicles. The nearby Eastbrook railway station is inadequate for the scale of development, and proposed routes are unsuitable for pedestrians and cyclists. The project would also threaten protected green wedge land, reducing flood management capacity and harming the environment. Additionally, it would strain local services without plans for expansion, making it unsustainable and warranting refusal.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3y7

6461 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Justin Dowling [3216]

Summary:

It will increase traffic congestion
It will eliminate a valuable green space that supports local wildlife and wellbeing.
Building on the land will worsen water runoff into the Eastbrook river, risking flooding, as the area naturally absorbs water.
It would also strain existing utilities, which are already under pressure, causing potential power cuts.
The proposal is not sustainable where there are no local services - schools, doctors, dentists are all oversubscribed.
The site's distance from amenities make it unsuitable for sustainable living, especially for pedestrians and vulnerable groups.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3t6

6463 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Griffiths [3593]

Summary:

Cardiff Road and Pen-y-Turnpike Road are already heavily congested at peak times which restricts access for emergency vehicles during accidents. Adding around 500 extra vehicles next to the bottleneck junction at Redlands Road would intensify delays, obstruct emergency access, and worsen air pollution for residents, including those with health conditions. Traffic would also back up further towards the primary school on Cardiff Road.
The Active Travel Plan proposed by Persimmon is fundamentally flawed. Trains are already at capacity/overcrowded at peak times. Eastbrook station is not accessible for persons with mobility issues or parents with pushchairs.
Local schools and medical centres are at capacity and have not been consulted over this process. This will cause additional congestion from people travelling outside the village for these services.
Covering this greenfield area with a large concrete slab would force rainfall to run off instantly into Eastbrook, putting nearby homes, and those already in the village's flood-risk zone downstream, at much greater risk of flooding.
This development does not benefit the local community and there are many brownfield sites available where new communities can be established. People need to live somewhere but this should not be at the expensive of eco-systems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tmy

6465 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Elinor Elias-Jones [1938]

Summary:

I think the location of this proposed housing development is preposterous and will further put pressure on the village, not only with increased traffic but also to its services. Dinas Powys is at capacity as is Cardiff Road itself. Leaving the village, especially towards Penarth/Cardiff, is a constant struggle whatever time of day. The increase in vehicles from the proposed new housing estate, together with the new traffic light system that will be introduced, will cause further congestion and pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tnr

6466 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dryw Thompson [3594]

Summary:

1. The road is currently unable to accommodate the current traffic levels and the new traffic light system will only exacerbate this. Will cause traffic problems on nearby merging places and junctions. Any access via the pen-y-turnpike will be dangerous.
2. Local schools are already over capacity, especially with the lack of teachers.
3. Local GP facilities and hospitals are overstretched which causes health deterioration.
4. Public transport is not adequate and is already struggling. Trains are a distance away and services are being reduced so will cause more traffic.
5. Disturbance to local wildlife.
6. Frequent disruptions to water and electricity, uncertainty regarding the stability of gas supply, water treatment plant stinks with current supply of waste water and will get worse.
7. Fields should be protected as more houses will result in flooding as the ground absorbs the water and helps protect the road that recently has been flooding.

Please take this into consideration and reject the planning for the houses.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tnt

6467 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Claire Bennett [3595]

Summary:

I object to allocating Site HG1 KS2 – Land North of Dinas Powys, citing concerns over inaccurate traffic modelling, flood risks, and village impact. The traffic assessment fails to account for peak times, public transport limitations, and construction traffic. Flooding risks remain unaddressed, and drainage solutions are unlikely to be viable. The development threatens the village's character, green wedge, and existing infrastructure, with evidence of limited local demand. I urge the council to reconsider this allocation, as it is disproportionate and not aligned with planning policies.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3y9

6468 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Dawn Squires [3596]

Summary:

Representation raises significant concerns about the soundness of the Vale of Glamorgan Replacement Local Development Plan (RLDP) as it relates to Dinas Powys, particularly Site HG1 KS2.

The Plan lacks robust, settlement-specific evidence across critical themes including transport, air quality, flood risk, infrastructure capacity, green space, health and wellbeing, community cohesion, climate resilience, and overall plan-making transparency.

Major concerns include insufficient traffic modelling, unclear mitigation, and inadequate assessment of cumulative air quality impacts. The existing road network is already congested, yet the RLDP offers no detailed junction analyses or guarantees that sustainable transport improvements will be delivered or funded.
Flood risk is highlighted as a serious unresolved issue.

The Plan allegedly relies on future mitigation rather than demonstrating, at the plan-making stage, that development will be safe for its lifetime in accordance with TAN 15. Evidence gaps in modelling, climate change scenarios, SuDS feasibility, and downstream impacts undermine confidence that new development will not worsen flooding.
Concerns are also raised about wastewater treatment and sewer network capacity.

The RLDP does not provide clear information on Dŵr Cymru Welsh Water's consented or spare capacity, nor does it identify required upgrades, costs, or delivery timescales, making the proposed level of growth uncertain and potentially undeliverable.

The Plan fails to assess the adequacy and accessibility of green space in Dinas Powys, does not safeguard green infrastructure networks, and lacks mechanisms to ensure timely provision alongside development. Health, wellbeing, education, and medical services are not supported by clear evidence of capacity or planned investment.
Further issues include weak justification for affordable housing numbers, insufficient measures to protect community cohesion, limited alignment with climate change commitments, and a lack of transparent, accessible evidence within the plan-making process.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yv
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pm

6469 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Carl Alexis [2092]

Summary:

Representation raises significant concerns about the soundness of the Vale of Glamorgan Replacement Local Development Plan (RLDP) as it relates to Dinas Powys, particularly Site HG1 KS2.
The Plan lacks robust, settlement-specific evidence across critical themes including transport, air quality, flood risk, infrastructure capacity, green space, health and wellbeing, community cohesion, climate resilience, and overall plan-making transparency.
Major concerns include insufficient traffic modelling, unclear mitigation, and inadequate assessment of cumulative air quality impacts. The existing road network is already congested, yet the RLDP offers no detailed junction analyses or guarantees that sustainable transport improvements will be delivered or funded.
Flood risk is highlighted as a serious unresolved issue.
The Plan allegedly relies on future mitigation rather than demonstrating, at the plan-making stage, that development will be safe for its lifetime in accordance with TAN 15. Evidence gaps in modelling, climate change scenarios, SuDS feasibility, and downstream impacts undermine confidence that new development will not worsen flooding.
Concerns are also raised about wastewater treatment and sewer network capacity.
The RLDP does not provide clear information on Dŵr Cymru Welsh Water's consented or spare capacity, nor does it identify required upgrades, costs, or delivery timescales, making the proposed level of growth uncertain and potentially undeliverable.
The Plan fails to assess the adequacy and accessibility of green space in Dinas Powys, does not safeguard green infrastructure networks, and lacks mechanisms to ensure timely provision alongside development. Health, wellbeing, education, and medical services are not supported by clear evidence of capacity or planned investment.
Further issues include weak justification for affordable housing numbers, insufficient measures to protect community cohesion, limited alignment with climate change commitments, and a lack of transparent, accessible evidence within the plan-making process

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yb
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qq

6480 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Laura Hanks [1504]

Summary:

I believe the Eastbrook development does not conform to Placemaking Principles, as noted by Rhys ap Owens MP. It would exacerbate traffic congestion, flooding, and pressure on local facilities, with insufficient active travel routes and no proper flood prevention measures. The green wedge would be compromised, harming wildlife and community use. Existing schools and healthcare are already over capacity. The development would offer no benefit to Dinas Powys and would worsen existing issues, yet it is still being considered despite previous refusals.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yy

6481 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sian Wilton [3602]

Summary:

I object to the allocation of Site HG1 KS2 in Dinas Powys due to flood risk, drainage concerns, pressure on local infrastructure, traffic congestion, and the impact on the village's rural character. The proposed development of 250 homes could exacerbate flooding, strain existing services, worsen traffic issues, and erode the settlement’s natural setting. Given these issues and limitations in infrastructure, I believe this site is unsuitable for development at this scale and request the council reconsider its allocation in the Replacement Local Development Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yp

6486 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: John Williams [3604]

Summary:

I oppose the inclusion of the Eastbrook site in the RLDP due to its unsuitability. It is poorly connected, promotes car dependence, and would worsen traffic congestion and flood risks. The site lies within flood zones, threatens green wedge and landscape integrity, and exceeds existing infrastructure capacity. Its development would conflict with sustainability, flood, and ecological policies. I urge the council to remove this site from the plan, as its allocation would undermine key objectives and harm local communities and environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3p4

6487 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Catherine Clements [2088]

Summary:

Planning reference: HG1 KS2

• No supporting infrastructure investment: There has been little to no investment in expanding local infrastructure to support further housing. Roads, drainage, utilities, and services are already stretched, yet development is being proposed without any clear plan to upgrade them.

• Existing gridlock on main routes: Traffic through Dinas Powys is already heavily congested during peak hours. Additional housing will inevitably introduce more vehicles onto roads that are already at capacity.

• Increased flood risk: The area already experiences regular flooding. Building over existing green land will reduce natural drainage and increase surface water runoff, making flooding more frequent and more severe.

• Pressure near a local hospital: Additional traffic generated by the development would pass close to a local hospital, risking delays for patients, staff, and emergency vehicles.

• Poor active travel connections: There are currently limited safe walking and cycling routes to the nearest train station. Without proper active travel infrastructure, new residents will be forced to rely primarily on cars.

• Loss of green space and wildlife habitat: The development would remove valuable green land that supports biodiversity and provides an important natural buffer for the community.

• Declining air quality: More housing and vehicle traffic combined with less open green space will inevitably increase pollution and reduce local air quality.

• Neglected road network: Many local roads are already in poor condition due to years of underinvestment. Increased traffic will only accelerate their deterioration.

• Schools and GP surgeries already full: Local education and healthcare services are already operating at capacity, and there is no clear provision to expand them alongside the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pv

6488 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stuart Penney [3605]

Summary:

I object to the allocation of Site HG1 KS2 for development, based on concerns about traffic impact, insufficient transport infrastructure, and lack of public transport options, especially given the inaccessible Eastbrook station. I note potential flooding risks on the site and downstream, and the loss of Green Wedge land protected under Welsh Government policy. The development lacks amenities, and the assessment of its impact on local services and environment is inadequate. I believe the proposal's justification is insufficient against its potential negative, and possibly unlawful, impacts on the existing community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3pb

6506 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ursula Roan [3612]

Summary:

250 houses on what is left of the small amount of green space between Llandough and Dinas Powys is an absolutely ludicrous plan. The junction at the Merrie Harrier Inn is currently at a critical state with the excessive hospital traffic. To add another 250 homes which possibly means possibly 250 cars is going to create a very dangerous situation indeed. This is a dangerous plan which will cause immense congestion on what is already an excessively busy road and it should not go ahead.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyy

6510 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Vale of Glamorgan Council Conservative Group [3614]

Agent: Councillor George Carroll

Summary:

I, as ward member for Llandough, have raised concerns regarding the impacts developing the Cardiff Road site would have on road safety issues at the Merrie Harrier junction.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tps

6513 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Marie-Claire Williams [3616]

Summary:

Dinas Powys is already totally congested with traffic queuing at all times of day.
There has already been extensive flooding. More concrete instead of fields will make it worse.
Eastbrook station is not suitable for people with disabilities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tp6

6527 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Chris Williams [1519]

Summary:

Dinas Powys will lose its identity as a village.
Loss of green belt boundary between Dinas Powys, Llandough and Penarth.
Local schools and GP surgeries are at capacity/overs-subscribed. No ongoing consultation with GP services.
Water run off into the Cadoxton River which has burst and flooded existing homes many times. More discharge of raw sewage into the sea.
Impact on wildlife habitats.
The justification for the site based on active travel and public transport has proven to be incorrect. There is limited access to Eastbrook train station. With traffic levels of Cardiff Rd, bus travel does not offer any advantage and the proposed traffic light system will only add more issues.
Likely to add 500 additional cars to Cardiff Rd which is already over capacity and has no planned improvements.
Impact of increased pollution on local schools.
Additional traffic will affect emergency services.
Highways objected to both the proposal for 800 homes and 250 homes.
No Transport Assessment has been provided.
Not a viable Active Travel site.
Strategic Flooding Assessment is meant to record details of recent flood events but did not specifically detail the flooding of 100 homes.
Has a catchment wide hydraulic model been commissioned, completed and agreed with NRW and does it show no increase in flood risk to existing properties?
The use of SuDS will only add more water into the flood plain. Are they viable given soil and ground water constraints? Who is going to be responsible for maintaining them?
It would also be good to know the number of raw sewage discharges since all these new housing developments were finished.
What evidence is there and where is it that 250 houses are needed in Eastbrook?
Having been turned down before, what were the reasons to do so and what has changed to make it viable now?
Have the Vale council exhausted all the key sites outlined in the previous LDP and if not why not?
Have the Vale council used all their rolled forward housing sites?
Have the Vale council carried out a Sequential Test, thereby proving there are no lower risk sites available?
Has an Exception Test been carried out to ensure the development will be made safe throughout its lifetime without increasing risks of flooding elsewhere? Were these carried out in the case of Woodlands, Scholars Park and Caerwent Close?
From Persimmons marketing brief 50 homes will be affordable housing to be managed by a housing association, what is classed as affordable housing?
With the elderly population increasing and the birth rate falling how do you justify this need and what proportion will be age friendly?
250 houses are not what the elderly need they want to be able to downsize to age friendly housing i.e. bungalows, what are the Vale council doing about this?
I understand that both the UK and Welsh Governments are 'ordering' house building but that is mainly to boost the economy by getting Britain building but repurposing existing empty buildings does that too. Cardiff have just done that with an office block in Cardiff Bay, so instead of making the east side of the Vale part of Cardiff why not do that?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tq3

6530 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Michael Hughes [2024]

Summary:

1. This will result in the loss of habitats for a large variety of wildlife which will have a detrimental affect on Dinas Powys.
2. Doctors are already over capacity with a heavy workload and additional homes with an average of 2+ homes will exacerbate the problem with catastrophic results.
3. Dinas Powys already experiences regular flooding, including on Cardiff Road. Attenuation systems still release water and rely on functioning control systems, meaning failure or capacity could result in major flooding.
4. How will the local foul sewerage system be able to cope with the increased flow from the new developments, will the developers be installing new pipes to the sewerage works digging up the main roads in Dinas Powys with months of chaos?
5. Roads are already heavily congested and any additional traffic will increase existing pollution. This is also likely to become another excuse to build a bypass which has to be avoided.
6. Eastbrook station car park is totally inadequate which results in additional car journeys. Development will make this matter worse.
7. Present schools are already over capacity.
8. Developments will enlarge the area and join it with Barry, Penarth and Llandough resulting in loss of identity.
9. While restrictions will be imposed on the contractors, these are not always adhered to and difficult to monitor resulting in more disruption to the residents of Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tq9

6532 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Councillor Christopher Franks [1024]

Summary:

It is clear that there is substantial opposition to the proposals for 250 properties in Eastbrook.
I have attended a number of public meetings in Dinas Powys and I have heard no evidence that there is any declared support for these plans.
Residents are worried about the impact on the community in respect of an increased risk of flooding, additional traffic and extra substantial demand on health services.
Both primary and secondary schools are at capacity. The road network is over capacity. Pavements along Cardiff Road are narrow and not properly maintained. The nearest railway station car park is generally full. There are no community facilities in the immediate vicinity apart from Seel Park.
If this consultation is meaningful the authority must respond to public opinion and reject this proposal.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tqf

6539 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Andrew Bowdler [2202]

Summary:

1. Potholes make driving through Dinas Powys dangerous and uncomfortable. With traffic already excessive, the Council should prioritise maintaining safe road surfaces before autumn/winter and compensating drivers affected by poor road conditions.
2. The flood assessment should have been passed to a totally independent body, not Persimmon who have a vested interest. When will the Vale be arranging such an independent assessor?
Serious lack of basic social infrastructure such as schools and medical facilities.
You are trying to lay 'asphalt' before ensuring the various variables and stages listed above have been given the go-ahead. The Eastbrook development (HG1 KS2) is being advanced before key groundwork is complete. Essential infrastructure and assessments such as schools, medical facilities, traffic capacity on the A4055, and flood management for Eastbrook and the River Cadoxton should be properly satisfied before the project progresses.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tqk

6541 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: MS Rhys ab owen [3629]

Summary:

As you are aware the site would have to adhere to the Placemaking Principles in Policy SP4 Placemaking and Policy PGD1 Creating Well Designed Places. Having considered these, I think it reasonable to suggest that the Principles are not being adhered to for several reasons:
- Despite SP4(2) requiring the prioritising of health and well-being during the design process, there is no specific requirement that ensures cooperation with and a contribution to local GPs and the Cardiff and Vale University Health Board;
- Despite SP4(7) requiring that developments be located appropriately where homes, local services, and facilities are accessible and well connected, the fields are situated in an area where the highways are already congested and public services overstretched;
- Despite SP4(5) expecting the delivery of environmental and ecological benefits, the fields in question are currently part of the Cwrt-yr-Ala Basin Special Landscape Area (SLA). The buffer is also part of the current green wedge. As such, there is no doubt that the scheme would have a detrimental impact not just on the environment, but an SLA.
- Despite PGD1(1) requiring the promotion of sustainable transport choices, as I have already explained, it is foreseeable that residents would have private vehicles, and as such compound the already difficult traffic situation. This is also contrary to PGD1(6);
- Despite PGD1(2) requiring improvements to health and reducing health inequalities, as highlighted above, there is no direct commitment to supporting local health services;
- Despite PGD1(3) requiring a positive contribution towards climate change resilience, in addition to the development being on an SLA, it raises serious questions about the impact on flooding, not only to the proposed estate, but the surrounding area. This is also contrary to PGD1(5);
- Despite PGD1(4) requiring a positive contribution to the character of the area, the scheme would be pushing in to the much needed green wedge.

The petition by local residents, and the points outlined by me above, seriously bring into question the reliability of the Council's public position on the proposed development being in a 'sustainable location.'

Change suggested by respondent:

I genuinely hope that all formal objections will be considered carefully, and that the Local Planning Authority approach them with a preparedness to exclude HG1 KS2 from the Replacement Local Development Plan.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sm

6546 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dinas Powys Community Council (Dinas Powys Community Council) [2712]

Summary:

The representation raises significant concerns about the soundness of the Vale of Glamorgan Replacement Local Development Plan (RLDP) as it relates to Dinas Powys, particularly Site HG1 KS2.

The Plan lacks robust, settlement-specific evidence across critical themes including transport, air quality, flood risk, infrastructure capacity, green space, health and wellbeing, community cohesion, climate resilience, and overall plan-making transparency.

Major concerns include insufficient traffic modelling, unclear mitigation, and inadequate assessment of cumulative air quality impacts. The existing road network is already congested, yet the RLDP offers no detailed junction analyses or guarantees that sustainable transport improvements will be delivered or funded.
Flood risk is highlighted as a serious unresolved issue.

The Plan allegedly relies on future mitigation rather than demonstrating, at the plan-making stage, that development will be safe for its lifetime in accordance with TAN 15. Evidence gaps in modelling, climate change scenarios, SuDS feasibility, and downstream impacts undermine confidence that new development will not worsen flooding.
Concerns are also raised about wastewater treatment and sewer network capacity.

The RLDP does not provide clear information on Dŵr Cymru Welsh Water's consented or spare capacity, nor does it identify required upgrades, costs, or delivery timescales, making the proposed level of growth uncertain and potentially undeliverable.

The Plan fails to assess the adequacy and accessibility of green space in Dinas Powys, does not safeguard green infrastructure networks, and lacks mechanisms to ensure timely provision alongside development. Health, wellbeing, education, and medical services are not supported by clear evidence of capacity or planned investment.
Further issues include weak justification for affordable housing numbers, insufficient measures to protect community cohesion, limited alignment with climate change commitments, and a lack of transparent, accessible evidence within the plan-making process.

Change suggested by respondent:

SECTION 9 — MANDATORY POLICY WORDING REQUIRED TO MAKE THE RLDP SOUND
To ensure that the Eastbrook allocation is sound, the RLDP must include explicit, enforceable, and unambiguous policy wording that secures the necessary hydrological, environmental, and infrastructure safeguards. Without this wording, the allocation fails the tests of soundness — particularly CE2 (coherence and effectiveness), CE3 (environmental protection), and CE4 (deliverability).
The following policy wording is mandatory to ensure that development does not increase flood risk elsewhere and that mitigation is viable, deliverable, and enforceable.
9.1 Mandatory Flood-Risk Policy Wording
The RLDP must include the following:
Policy FR-X: Catchment-Wide Flood-Risk Assessment (Mandatory Requirement)
Development at Eastbrook (HG1 - KS2) will not be permitted unless:
1. A full catchment-wide hydraulic model has been prepared, agreed with Natural Resources Wales (NRW), and approved by the Local Planning Authority (LPA).
2. The model demonstrates no increase in flood risk to any existing property within the catchment for all relevant storm events, including climate-change allowances.
3. All required mitigation measures are:
o Technically feasible
o Financially viable
o Deliverable within the plan period
o Secured through planning conditions or legal agreement
4. All mitigation measures are delivered prior to the commencement of development.
5. Overland flow routes, groundwater pathways, and natural drainage functions are preserved, enhanced, or appropriately managed.

6. A long-term management and maintenance plan for all SuDS and flood-risk infrastructure is secured.

9.2 Mandatory Groundwater and Overland Flow Policy Wording

Policy FR-Y: Groundwater and Overland Flow Protection

Development proposals must:

• Demonstrate that groundwater emergence will not be exacerbated

• Preserve all existing overland flow routes

• Provide exceedance routing that avoids existing residential areas

• Incorporate groundwater-resilient design measures

• Avoid any obstruction of natural drainage pathways

No development will be permitted unless these requirements are met in full.

31

9.3 Mandatory SuDS Policy Wording

Policy SuDS-X: Sustainable Drainage Requirements

All development must:

• Provide SuDS designed in accordance with national standards

• Demonstrate that infiltration-based SuDS are viable, or provide alternatives where infiltration is not feasible

• Include attenuation sized using catchment-wide modelling outputs

• Provide exceedance routing that avoids downstream receptors

• Secure long-term maintenance arrangements

SuDS must be operational before any dwelling is occupied.

9.4 Mandatory Infrastructure Delivery Policy Wording

Policy INF-X: Infrastructure Delivery and Phasing

Development at Eastbrook (HG1 - KS2) will not be permitted unless:

• All required infrastructure upgrades (education, healthcare, utilities, drainage, highways) are identified

• Funding is secured

• Delivery is guaranteed within the plan period

• Infrastructure is delivered in advance of occupation

The RLDP must demonstrate that infrastructure delivery is viable and enforceable.

9.5 Summary

Without the mandatory policy wording set out above, the RLDP:

• Does not secure the evidence required to assess flood risk

• Does not guarantee that mitigation will be delivered

• Does not ensure that development will not increase flood risk elsewhere

• Does not demonstrate deliverability

• Fails multiple tests of soundness

The inclusion of this wording is essential to ensure that the Eastbrook allocation is sound, effective, and compliant with national policy.

Sound: Not specified

Attachments:

Dinas CC Response - https://valeofglamorgan.oc2.uk/a/3r7

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rv

6548 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jeanette Haigh [3631]

Summary:

Flooding has been a problem with run off increasing into the Eastbrook, which floods often.
The transport infrastructure cannot cope with the current situation. Most home owners now have more than one car.
The emission fumes from extra vehicles will increase, affecting homes, cyclists, pedestrians and pupils and teachers at Dinas Powys Infant School.
I also have concerns over the development at the bottom of Leckwith Hill as this will impact on traffic up towards Llandough and the Merrie Harrier junction.
Pen-y-Turnpike is already a 'rat run' to reach Leckwith Hill, impacting traffic moving through Dinas where there are already several pinch points.
Active Travel along Cardiff Road can be treacherous at times, especially through Eastbrook, as the road is incredibly narrow and no scope for widening.
The bus lane does not make much difference to the traffic issues.
Dinas Powys as a Community will lose its identity and become part of an urban sprawl.
I cannot see how a development will enhance the green infrastructure strategy by removing part of the green belt.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3r9

6549 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim Haigh [3633]

Summary:

I believe the HG1 – KS2 development north of Dinas Powys will negatively affect residents and the area. Flooding, especially into Eastbrook, is a concern, along with increased runoff. The current transport infrastructure is strained, with congestion on Cardiff Road worsening and vehicle fumes impacting residents, pedestrians, and pupils. Traffic on Leckwith Hill and Pen-y-Turnpike will worsen, affecting the village centre. Cycling is unsafe due to narrow roads, and a short bus lane is insufficient. The development could harm the local economy and green belt, threatening Dinas Powys' community

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3rf

6555 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Dilwyn Samuel [2155]

Summary:

I object to including site Ref 353 on Cardiff Road, Dinas Powys, in the LDP review due to serious concerns over traffic safety, impact on infrastructure, and green space. The site abuts a heavily congested road and would increase traffic, causing further congestion and tailbacks. I believe the traffic analysis is insufficient, and proposed junctions would exacerbate congestion. The site's development would result in significant greenbelt loss, merging communities and harming ecology. Community engagement appears limited, representing less than 0.4% of residents. Overall, this site is a poor choice.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rt

6561 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Colin Asbrey [2111]

Summary:

The proposal is not thought out.
Infrastructure- The doctors surgery is incapable of dealing with current demand and has not been consulted. The roads are gridlocked. Anyone trying to get to work has to wait a long time. Any more traffic.
Trains- Although the trains have now caught up will current demand it is no use. Parking at Dinas is now excellent. The parking at Eastbrook is overfull.
Exhaust fumes- This is a serious concern. Traffic concerns Cardiff Road so in excessive periods of time (see above) and exhaust fumes poisonous to all and specifically for people will chest infections.
The Village- This is a village and does not have the shops and support 250 houses. This is a planning Jolly. Think through it again and expand elsewhere.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2111 Asbrey Dinas (6561)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sc

6567 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Alexander [3640]

Summary:

Objections to HG1 KS2

1. The increase in traffic along the roads of Dinas Powys they are already congested.
2. Public transport will be further strained.
3. Increased strain on public services namely medical centre.
4. Further housing encroaching on green belt between Dinas Powys and Llandoch.
5. Lack of supporting infrastructure/access
6. Already saturated school places.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3640 Alexander Dinas (5667)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sz

6568 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Neil Andrews [1726]

Summary:

1. Increased congestion - another 300 + vehicles on cardiff road which is already at a standstill during peak times
2. Flooding - the proposed location is on a site that already floods and this proposed development will only make this risk greater
3. Public services - the doctor’s surgery & schools are already over subscribed
4. Environmental - loss of wildlife from this greenbelt area
5. Reduced greenbelt - Dinas Powys is gradually losing it's village identify & this development will see the village edging ever closer to Llandoogh
6- Public transport - limited access to Eastbrook station. Especially for disabled persons. Limited bus services on already congested rds, which will only get worse

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1726 Andrews Dinas (6568)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sn

6569 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Wendy Andrews [3641]

Summary:

Objections
1) Increased congested on an already extremely busy and gridlocked road.
2) Increased flooding risk. The proposed location floods numerous times in the year, this will lead to further instances of the Cadoxton river bursting its banks and flooding homes, as has happened many times before in Dinas Powys.
3) An unacceptable increased pressure on services such as Doctors that are already at capacity.
4) Environmental factors. This development will swallow yet more green space and destroy habitats and wildlife. This will also merge Dinas Powys into Llandough. Dinas Powys will lose it's village identity.
5) NHS services-emergency services, first responders, maternity services will all be directly affected by increased traffic load and congestion.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3641 Andrews Dinas (6569)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3sp

6570 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Chloe Barlow-Griffin [2038]

Summary:

Development will increase traffic and flood risk. Permanently change the character of where I live. Eastbrook is a green space and an irreplaceable ecosystem for local wildlife including bats and newts.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

2038 Barlow-Griffin Dinas (6570)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3tr

6572 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Anne Asbrey [3643]

Summary:

1. The site is unsuitable
i) Stop using green field-think green spaces, health of well-being, biodiversity.
ii) Use brownfield.
iii) Find and use empty houses lots of them.
2. Drs surgery is full-cannot get an appointment.
i) No maternity services.
ii) No injury services.
iii) Parking almost impossible.
iv) Up a very steep hill and impossible to walk if elderly, pregnant or disabled.
3. DP is full of exhaust fumes on Cardiff Road-500/1000 more cars is not a good idea to add to this problem.
3. Flooding issues on Cardiff Rd despite what the VoG planning dep have denied - I was caught up in it!!!!!
4. Development would be in the wrong place - too far away from village to benefits from village life.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3643 Asbrey Dinas (6572)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/3tc

6574 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Amanda Barrington [3644]

Summary:

I object to HG1 KS2. It should be removed from the plan immediately. Dinas has less infrastructure and utilities than other site locations. It is located on a green wedge, on a road severely congested and in a village with no space in schools and GP's. It does not meet the Active Travel Act 2013 as its too dangerous to cycle anywhere, the station inaccessible and traffic dangerous. Fields also flood and the plan doe snot shown that this can be mitigated lacking modelling of risks. The site is contrary to numerous national policy documents including PPW and TAN15.

Change suggested by respondent:

I request this Development is removed from the RLDP with immediate effect.

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4r3

6576 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Mark Bernhardt [3646]

Summary:

Object to building on green spaces when brown/grey sites are available. congestion also significant already. Local facilities - schools and doctors are already stretched.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3tg

6577 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ian Brinsdon [3647]

Summary:

The development is totally unnecessary. There is constant congestion on the road adjacent to the proposed site. Local services are at full capacity already at this moment in time e.g. doctor surgery and schools.
There is added noise and air pollution and disturbance of natural habitats

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3tj

6579 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Maisie Downing [3645]

Summary:

Taking away live ecosystems that may or may not be there is wrong and harmful - its common sense if you played attention in school. Flooding has already happened and will continue to happen and become worse if there are more houses built in Eastbrook. More houses equals more people. More people equals more cars. More cars equals more traffic on main roads. Locals can't get to work. Students can't get to school. Roads will become dangerous, and even if they already are, it'll be worse. Schools are full, and healthcare would be tricker to get due too overpopulation in Dinas. Since there'd be more people it'll connect us to Llandough and we'd no longer be a village. We're not a big city like Cardiff with all its shops. There isn't enough facilities for everyone

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Paper representation - https://valeofglamorgan.oc2.uk/a/3tz

6580 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Keble Burnell [3648]

Summary:

The site will impact the bus route that I use to get to work. At Llandough hospital it will increase congestion, increase flooding and reduce the green belt.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3tn

6581 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Nicola Davies [1692]

Summary:

I object to the proposed HG1 KS2 Eastrbook development for the following reasons:-
1) Potential flooding-there is no evidence that this has been considered.
2) Access to the devlopment will cause more traffic congestion.
3) Schools in the village are over subscribed
4) The medical centre will be impacted.
5) Access from the development on foot/pushchair/wheelchair is not safe.
6) Access to the nearest railway station is not suitable for prams/wheelchairs

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Letter Representation Redacted - https://valeofglamorgan.oc2.uk/a/3tq

6589 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr & Mrs G & H Davies [2091]

Summary:

1. Increased congestion of traffic. More homes means more cars. Cardiff road already has congestion problems.
2. Increased air pollution.
3. Doctors and schools at full capacity.
4. Increased congestion will cause answer problems for increased ambulances and police to emergency calls.
5. Loss of green belt area causing loss of protected wild life.
6. More traffic more road deterioration "potholes".
7. Public safety at risk with more traffic.
8. Increased drainage, risk of increased flooding.
9. Dinas Powis is losing it's village identity.
10. If the by - pass was agreed 20+ yrs ago the congestion of traffic would have been solved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/33s

6592 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Helen Davies [3650]

Summary:

Lack of infrastructure to support development. Road congestion, lack of school/GP/hospital services. Flooding risk. Loss of greenbelt/nature/wildlife habitats.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/333

6593 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Dawn Burns [2526]

Summary:

I object to the Eastbrook development due to legal, environmental, safety, and community concerns. The plan contradicts Welsh legislation on biodiversity targets, climate emergency responses, and transport safety. Two vehicle access point are required for sites over 100 dwellings. It threatens green wedge space, wildlife habitats, flood safety, and community well-being. There are risks from inadequate flood assessments, suppressed flood data, increased traffic and pollution, and potential harm to protected species. I urge its removal from the plan as it has a substantial negative impact on the residents and wildlife of our community.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/335

6594 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kevin Calnan [3652]

Summary:

Flooding at Cardiff Road (previously flooded railway terrace DP. 2020)
There is only one access point to the estate (2 is a necessity) for emergency access.
A green wedge (green belt) is being built on between Dinas Powys and Llandough.

Over 250 houses. too much strain on infrastructure, drainage, sewage, cars, roads, schooling, doctors surgeries etc. Building all over green belt and greenfields and our precious biodiversity. As we are in a climate emergency of decreasing biodiversity of flora and fauna that the Vale of Glamorgan and Government has announced! So uphold it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/339

6595 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lauren Davies [2213]

Summary:

Roadworks traffic queues.
Dinas Powys a small village. Schools over subscribed.
No Welsh education in Dinas leaving one Welsh school for the children to attend.
Only one doctors that take Dinas residents and Penarth residents.
Increased flooding due to building on green spaces. No appropriate walk ways to Pen Y Garth-school bus far too expensive.
Cardiff road full of exhaust fumes and traffic very busy as people passing through to Penarth, Barry and Cardiff. Trains unreliable and poor access to Barry.
Brookside crossing not safe-not able to cross safely with a pushchair.
No disabled access at the train station.
No maternity service at doctors, Doctors close for 1 hour at lunch, means children are not seen if they fall ill.
No paediatrics at Llandough (all increasing traffic)

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/33v

6601 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Madelaine Carroll [3653]

Summary:

I Object to HGI KS2 Eastbrook because our roads and Eastbrook Railway Station are already clearly overstretched to full capacity Adding more cars/passenger to an already overstretched capacity is unsafe and unsustainable.
In addition, there is a very real risk of increased flooding, more homes means more discharge of raw sewage. Has an recent flood risk assessment for the Dinas Powys area be made with respect to additional homes being proposed? With the out-dated drainage system in Dinas Powys, how will the proposed additional 250 homes affect this current situation? From my own experience in Iestyn Close and in many other areas in Dinas Powys, the out-dated drainage system caused a major flood last year in October. How will this be addressed? The current infrastructure cannot cope!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/33c

6603 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Geoff Davies [3654]

Summary:

1) Increased congestion
2) Losing village identity
3) Doctors and schools already at full capacity
4) Active travel- train station- Car Parking, no disabled facilities
5) Flooding to increase
6) Extra Traffic increase what about ambulances-urgently needed
7) Extra parking problems
8) Air pollution
9) Public safety- fires and police if required urgently
10) Losing our walking with wildfires in greenfield areas 11) To stop massive lorries travelling through pot holes if more traffic!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/33g

6604 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Clements [2085]

Summary:

My objections are to HG1 KS2 are:
Flooding and Drainage - residents are increasingly concerned about surface water flooding and drainage.
Traffic - Traffic congestion is already a problem in Eastbrook. Extra cars will worsen congestion and air quality.
The loss of green spaces destroying habitats, trees reducing land drainage capacity, loss of wildlife.
Doctors, schools are already at capacity. Coalescence between Dinas Powys and Llandough
Eastbrook Station is inaccessible, Pavements are very narrow in places allowing only one person to pass at a time. It is in very close proximity to a hospital causing problems for emergency services.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/33x

6605 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ashley Curtis [3656]

Summary:

Planning reference HG1 KS2, all of the additional cars will cause havoc on Cardiff Road, particularly at times people are travelling to work. Traffic monitoring was carried out in school holidays which isn't a true representation. Schools are already struggling with funding and at capacity.
High levels of pollution putting villagers health at risk. the "building site" is always wet, this will cause flooding throughout Dinas Powys. It disturbs natural beauty and has major impact on our wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/33k

6606 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Judith Coughlan [3657]

Summary:

I object to the development HG1 KS2, this would cause very big problems and much more traffic which will cause issues:
- Cause traffic jams
- People will be late for work
- People getting children to school on time
- Appointments at the hospital
- Taking away green space
- Residents in the area will be badly affected

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/33m

6607 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Haydn Craven [3658]

Summary:

Increased congestion - the roads are at capacity
Loss of wildlife and areas of green to walk
Doctors and schools already at capacity
Increased flooding by losing the natural soakaway fields.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/33y

6608 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Eirian M Davies [3655]

Summary:

The traffic congestion on Cardiff Road is already bad enough as it is! If the 250 new homes development takes place it will significantly increase daily car journeys and make congestion much worse.
GP surgery and pharmacies in Dinas could struggle to cope with a sudden population increase. It's already difficult enough to get appointments as it is!
Limited access to Eastbrook train station currently, which makes it a difficult alternative travel option, meaning more cars on the road. Also, with the station being small and trains only being limited small carriages, forcing more people to use the train could lead to overcrowding on the trains and platforms at the station. The station is difficult to access anyhow with no disability access to walk over the platform bridge.
Parts of Dinas are close to the River Cadoxton and have experienced flooding in recent years. The housing development can worsen the risk of flooding.
Development could lead to loss of Greenfields and wildlife, and add negative impact on social areas such as Seel Park, which could risk to anti-social behaviours from new residents.
Dinas has currently approx 4,000 homes, so a rapid growth risks changing the village's character in a negative manner

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/33p

6609 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Valerie Davidson [3659]

Summary:

I object because I am concerned about the increased congestion, increased flooding. I am worried about the impact on doctors surgeries and schools which are also oversubscribed. I object also because of impact on wildlife. I am concerned about NHS services, being overwhelmed. It will impact our travel also.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34r

6610 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ritchie A Craven [1529]

Summary:

I object to HG1 KS2 Eastbrook because these fields already hold water after heavy rain and with no evidence of drainage network capacity, developing here would put homes, roads, local schools and shops at serious risk. loss of wildlife. As an avid walker in the Eastbrook fields, I have noted the vast amount of wildlife we have e.g. rabbits, hedgehogs, considerable amounts of bat species, doormouse sightings, Snipe (due to waterlog fields - an environment which they enjoy), foxes, geese, ducks, amongst many others including a large variety of bird species. Increased congestion - Cardiff Road is already at capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/34t

6611 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rebecca Curtis [2187]

Summary:

Cardiff Road is already incredibly congested at all times of the day, there is no way it could accomodate any further traffic.
The land they intend to use absorbs so much of our rainfall, with out that Dinas is at huge risk of increased flooding.
The doctors surgeries and schools are already over- subscribed.
The habitats of our wildlife will be destroyed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/344

6612 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Sally Craven [2216]

Summary:

I strongly object to HG1 KS2. As a resident of Dinas Powys for nearly 60 years. I am only too aware of the congestion on Cardiff Road - often nose to tail and very difficult if emergency vehicles want to pass.
The proposed development plans have not provided the required traffic modelling. Suggestions of walking and cycling over car dependent travel are made - pollution at the moment from the traffic, not to mention with more vehicles - makes this a very unpleasant experience as well as dangerous with pavements not adequate for pushchairs/wheelchairs. Accessibility to Eastbrook is very poor.
Horrified to see the proposals that our green space will be destroyed - wildlife is thriving and living on a very busy road. This is where we walk as a family. the development conflicts with the Well-being of Future Generations Act which has a duty to improve the social, environmental and cultural well-being of Wales.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/349

6613 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Davies [1503]

Summary:

Since 2016, the Welsh Government has built about 7,000 of the 8,525 target houses in The Vale of Glamorgan, including 250 at Eastbrook. This influx has added approximately 14,000 adults and an estimated 3,500 children, putting strain on schools and healthcare. Concerns include insufficient capacity increases, flooding risks from proposed water features, and worsening traffic congestion due to poor road infrastructure and policies favouring public transport over motoring. Questions remain about housing affordability, ownership, and the government's future stability after the upcoming elections.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34v

6615 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tudor Evans [3660]

Summary:

I strongly object to the proposed development at HG1 KS2.
The development of this site will lead to an increased flood risk to Dinas Powys. A community which is already experiencing flooding episodes, that will no doubt increase in the coming years.
The development of this site will lead to an additional increase in traffic on an already highly congested and polluted road. The increased traffic flow from the housing developments in Barry and Dinas Powys have compounded this problem. The increased traffic flow will lead to law breaking pollution levels putting the residents and children of Dinas Powys at increased risk of traffic pollution related illness and poor health.
The development will add to an already overburdened local GP surgery and local schools system. The development of this site will lead to the loss of green wedge and natural habitat.
The development is unstable to be considered for active travel. The pavements to and from the site in addition to the Railway Station at Eastbrook do not legally comply to be considered to be included in active travel consideration. In conclusion Dinas Powys has seen considerable housing development without any meaningful investment in services or infrastructure and this cannot be allowed to continue. The resident of Dinas Powys feel this is the wrong development, for the wrong reasons, in the wrong site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34c

6616 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Sian Evans [2061]

Summary:

I believe the proposal ignores current evidence and infrastructure constraints in Dinas Powys and the Vale of Glamorgan. The development risks increasing congestion, pollution, and pressure on local services, while threatening the Green Wedge and floodplain areas. Census data shows significant growth among the elderly, yet the plan lacks accessible housing. Existing transport infrastructure is overstretched, and the development could worsen air quality and flood risks. It also threatens protected habitats. Overall, the proposal is neither appropriate nor sustainable without addressing these critical concerns.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34w

6622 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Isabelle Evans [2221]

Summary:

As a resident in Dinas Powys within 1km of the proposed site, I strongly object to the development. Dinas Powys lacks the infrastructure to support 250 additional homes. The scheme relies on Cardiff Rd, already heavily congested and has no capacity for extra traffic. I invite the Council to observe traffic at peak hours. Local schools and the Murch surgery is already overstretched. Parking at the Train Stations is often full. Development risks increasing flood risks and cause unacceptable ecological harm. It will erode the Green Belt land and affect the unique character and feel of the village in a negative way.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34j

6626 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Friends of Seel Park (Mrs Debbie Evans, Chairman) [1397]

Summary:

I believe the Eastbrook Transport plans neglect essential highway and active travel assessments, ignoring safety and accessibility standards. There is insufficient infrastructure to support cycling, walking, or public transport, and existing routes are unsuitable or unadopted. Flooding issues remain unaddressed, with inadequate drainage and suppression of flooding data. Schools and healthcare services are already overstretched, and affordable housing funds are potentially diverted. The process lacks transparency, with limited public consultation and councillors lacking time to review documents. Overall, the development is not sustainable and should be reconsidered.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/34z

6632 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Tesni Fleetwood [3663]

Summary:

I object to HG1 KS2 Eastbrook because this development puts residents at risk by blocking emergency vehicles and creating a single choke point and failure that could cost lives.
I object because of the increased congestion. increased flooding likely and impacts on NHS services. I think doctors and schools are already at capacity and over-subscribed.
I worry that it will impact wildlife, reduce our greenbelt by merging communities. Our village identity risks being impacted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/34n

6633 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Matthew Fleetwood [3664]

Summary:

Concerns around increased congestion, increased chances of flooding, doctors and schools are already at capacity and deterioration of the green belt.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/34p

6655 Comment

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS2 – North of Dinas Powys, off Cardiff Road
Protected Species – We note the supporting Preliminary Ecological Appraisal (PEA) (13th September 2022) which identifies potential for this site to support GCN, dormouse and bats. In the absence of species specific surveys, we are unable to advise whether the housing number aspirations for the site are realistic. We advise the scheme is designed to minimise severance of ecological corridors.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6687 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Deborah Evans [3665]

Summary:

The proposed new site development in Dinas Powys will greatly increase the amount of traffic in the area. The Cardiff Road is mostly gridlocked for most of the day-emergency services has difficulty getting through. It will also have a huge impact on schools, doctors, dentists. Schools are already overcrowded and GPs and dentists do not have the capacity to take on extra patients. There is no disabled access at Eastbrook train station, not allowing for wheelchair users both sides of the tracks. Dinas Powys already has great problems with flooding. The proposed new site is already a flood risk building on this land will only make this worse. Where will the water go? I have lived in Dinas Powys since childhood, the main reason for this is because it is a lovely village with a close community. The development of the housing estates will take away the village feel to Dinas Powys. We will end up with one big housing estate from Barry to Llandough. This is not what the residents of Dinas Powys signed up for. The residents of Dinas Powys enjoy the green areas for walking- improving physical/mental health.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/358

6690 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Aled Evans [2218]

Summary:

As a resident of Dinas Powys, living on Murch Crescent within 1km of the proposed site, I strongly object to this development. The village lacks the infrastructure to support 250 houses. The scheme relies on an already congested road network that has operated at or beyond capacity for years. The level of traffic on Cardiff Road directly effects my commute, and at certain hours of the day, already struggles to operate. Local schools, and NHS services are overstretched. Parking at Eastbrook station is routinely full. The bus services in the area are not fit for purpose. Development here would increase flood risk, potentially affecting nearby properties and cause unacceptable ecological harm. It would erode Green Belt land and fundamentally alter the character and identity of the village, including negatively upon Welsh Language and culture.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35b

6691 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Christine Drury [1730]

Summary:

I am concerned about the development plans near Dinas Powys, which threaten green wedge land and increase traffic congestion, pollution, and flooding. I believe the plans overlook the community's infrastructure limitations and environmental impact. I question the impartiality of the planning examination due to potential conflicts of interest. Residents are frustrated, feeling ignored and sceptical about the process, especially regarding public consultation and objections. I urge Councillors to oppose the development and prioritise residents' wellbeing, as past efforts to prevent similar projects were unsuccessful.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redactions - https://valeofglamorgan.oc2.uk/a/35w

6692 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Colin Drury [2215]

Summary:

When my wife and I bought our current house we expressed concern about the volume of traffic on Cardiff Road even them. At the time my wife worked for Penarth Town Council who's Chief Surveyor assured us that a Bypass would be built. That was more than 50 years ago. That hope was finally dashed when Mark Drakeford of the Labour controlled Senedd decreed that no new roads would be built in Wales. Over the years the traffic has increased exponentially. There have been huge development in Barry causing serious gridlock in our village throughout the day. How in the name of sanity can this proposal be entertained. An extra set of traffic light would cause even more traffic jams.

To get a doctor's appointment my wife and I have to start ringing on the dot of 8.00 a.m. on separate phones and even then there is no guarantee we will get an appointment that day, no matter how critical our situation [we are both in our eighties] Again, in the name of sanity, how will the Surgery cope with another 750 - 1,000 patients.

We are being assured the proposed development does not present a flood risk. Tell that to the residents who were flooded in 2020. Have any of you Councillors walked those fields between January and March? The water has to go somewhere.

If you look on Dinas Powys chat, and I respectfully suggest you do, you will see the proposed plan, if implemented, will be against the will of the Electorate who put you in power and would the final nail in the coffin for Dinas Powys existing as a village. If voted for it would probably put a stop to any future political ambitions you may harbour.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35g

6693 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stephen Eveleigh [1539]

Summary:

1) Already Flooding issues.
2) Congestion too much traffic for the road to cope with already.
3) Doctors surgery already oversubscribed too.
4) No evidence that we can be made flood proof.
5) Cadoxton River cannot cope with flooding already and no plans for improvement.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35x

6694 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ian Harvey [3666]

Summary:

No infrastructure planned for extra traffic. Schools, doctors and pedestrians will increase the stress on all residents living in Dinas Powys. Flood risk will increase due to no natural drainage with the houses putting more water in an struggling river system.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35k

6695 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ben Harvey [3667]

Summary:

This has not been properly considered. This will cause both short and long term problems in the community. There is already inadequate/services to handle the current population. Additional housing will only add stress to the struggling area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35m

6696 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jean Harrison [2969]

Summary:

I am very concerned about all the traffic, that Cardiff Road is so congested all the time. It's such a busy road, we don't need another 250 houses in Dinas Powys. Schools are full, Doctors are full. 250 houses about 500 extra cars all coming out of that main road. Are all you councillors mad, use your common sense please. So please no to the houses you think is alright to build.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/35y

6722 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Catrin Harris [3668]

Summary:

I love the fields since I was a baby. I like to walk our dog and count butterfly's. Please do not build the houses on them. I hate the traffic smells. I love the birds and bats around, foxes are cute.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/36f

6734 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David Harris [3669]

Summary:

I am writing to object to the proposed allocation of HG1 KS2 Eastbrook in the RLDP. My concerns are based on the impact this development would have on transport, commuting, and daily travel through the area.
As someone who commutes from Dinas Powys, I already experience congestion around Eastbrook, especially at school times and near the station. Getting out onto the main road is a nightmare. The roads are narrow, more often backed up, and difficult to navigate safely. Adding a large number of new homes would increase traffic on routes that are already struggling to cope. Schools and health facilities are full. This is not the right place for development- it would cost a fortune and would be far too risky. It can never be safe.
Eastbrook Station is also not accessible for many people due to the steep steps. Encouraging residents to use the train is unrealistic when the station cannot be safely accessed by those with mobility issues, parents with prams, or anyone carrying heavy bags. More commuters would simply mean more cars on the road.
The fields next to the station also become heavily waterlogged after rain. This causes standing water on nearby roads, which slows traffic, reduces visibility, and makes conditions unsafe for drivers and pedestrians. More hard surfaces from a new development would push even more water onto the roads, making commuting conditions worse. I walk my dog in those fields daily, the water is unbelievable. It's a floodplain and the only one in the vicinity - where will the water go into the village and traumatise those residents again.
For these reasons, and many, many more! There are NO advantages for the people of this village I do not believe HG1 KS2 Eastbrook is a suitable site for development, and I ask that it is removed from the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/36m

6740 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Sarah Forster [2046]

Summary:

The Council's claims of sustainability are unsubstantiated. Local primary and senior schools, as well as the medical centre, are already significantly oversubscribed. Furthermore, there are no shops within a reasonable or safe walking distance of the site.

Any claims that 'modern sustainable drainage systems' would be capable of managing surface water runoff and reduce the risk of flooding would need to be substantiated. There needs to be independent evidence regarding drainage. The site is naturally boggy with significant underground water courses. Past "modern" solutions at Llandough hospital have failed, increasing flood risk and silt in the Eastbrook. I am also concerned by a potential conflict of interest, as the council's flood consultants are also employed by the developers.

The development will exacerbate existing congestion on Cardiff Road; a bypass for Dinas Powys remains a non-starter. The proposed Active Travel routes are non-viable due to steep gradients, narrow lanes (110cm–180cm), and safety concerns. Public transport is an inadequate alternative: the bus service is underutilized, and local train stations are overcrowded and inaccessible to those with limited mobility.

This project would erode the greenbelt, merging Dinas Powys with Penarth and Llandough. This loss of rural character and wildlife habitat will negatively impact community wellbeing and mental health. Additionally, I am concerned about a potential rise in crime and anti-social behavior, mirroring issues seen at recent local developments.

Dinas Powys lacks links to employment zones, and with rising regional redundancies, this would merely become a "commuter belt" that contradicts RLDP objectives. I also question the necessity of the volume of housing and find the 40% affordable housing requirement disproportionate.

Access to the Eastbrook site is also a concern. Didn't the VoGC Highways department previously conclude that the Eastbrook site is unsuitable?

Change suggested by respondent:

I Disagree / Object and request that the VoGC reconsiders the allocation of this site within the replacement RLDP. Development at Eastbrook would not be sustainable.

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/36p

6743 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Claire Griffiths [2222]

Summary:

In summary, I believe the Vale of Glamorgan council needs to confer with, and report on how these matters are going to be addressed with regard to:
Contracting schools and GP practices in Dinas Powys to ascertain capacity. Engage, as is required, with highways regarding road capacity etc. Engage with Welsh Water to establish drainage capacity. Question persimmon regarding access sites for the development. Ensure Eastbrook station is adequately accessible to all. Ensure proper and effective flood management going forward for ever increasing rainfall etc. Look at why brownfield sites aren't being considered instead. Check the SFCA report proposing woodland planting to hold back rainstorm run-offs. Conduct yourselves in line with Senedd guidance with regard to nature and climate guidance.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/36q

6750 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Tim Hubbard [3670]

Summary:

Dinas Powys is a village which will lose it's identity if this development goes ahead, the greenbelt will be harmed opening up a large area around a new estate in an area that 15 little visited. Flood risk with run off increasing into the Eastbrook river - which floods often. Traffic will increase at the Cardiff side of Dinas Powys preventing people from Barry getting to Cardiff. Fumes at the Dinas Powys infant school (and traffic junction) will increase due to traffic jams - impacting on the health of our children. Schools, transport (by train + bus) and health services are poor already. The new estate will make this worse. What advantages will Dinas Powys get - if this scheme goes ahead?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/37s

6751 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Alison Hubbard [2863]

Summary:

I am resubmitting as I hadn't noticed the reference that was needed for this objection. It has been unnecessarily difficult to submit these objection.
I object -
Schools - already over subcribed, children from Dinas Powys unable to get places.
Doctor's surgery - will be overwhelmed, already working full speed to service current population.
Green space - this is good farming land we need to produce our own food and we need places to walk for our mental health.
Green wedge-erosion of land buffering us from Llandough / Penarth.
Climate Change - more traffic, more pollution, increase global warming.
Lack of amenities - no shops/amenities in area meaning car journeys necessary for everyday outings.
Flooding-land is already saturated, more concrete-means more flooding less land to absorb water.
Wildlife - loss of habitat for bats and newts
Stations - railway at Eastbrook has no access for pushchairs or wheelchairs.
Traffic - Cardiff Road is already gridlocked all day. More cars trying to access it at peak times will make it unviable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cj

6752 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Aw Holden [3671]

Summary:

Higher risk flooding.
Higher air pollution around school.
School and medical centre at capacity traffic delays will get worse.
Wildlife will be affected.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/374

6753 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Richard Hird [3202]

Summary:

I strongly disagree with the proposed development for the following reason:
1. The road adjacent to the development (Cardiff Road) is already our capacity and additional traffic from the development will make congestion and air pollution worse.
2. The local infrastructure-medical culture and schools-cannot absorb more people
3. Loss of habitat and green space is not good for the environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/376

6755 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Maxine Hird [1713]

Summary:

I strongly disagree with the above development.
1) Cardiff Road reached full capacity-congestion.
2) Air pollution
3) Infrastructure at full capacity
4) Health and Safety walking along Cardiff road narrow pavement
5) Eastbrook Station unsuitable for prams, wheelchairs etc 6) Raw sewage discharge
7) Loss of habitats
8) Increased usage of Georges Row

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/37v

6757 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jeremy Herbert [3674]

Summary:

Not suitable due to water/flooding issues-still not resolved from 2020.
Traffic congestion pollution from exhaust.
Station is not very pedestrian excess suitable wildlife is threatened.
Loss of amenities.
Active travel criteria not met for pedestrian access to station.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/37w

6758 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jill Harvey [3675]

Summary:

I feel that this site for new housing has multiple negative effect on the residents of Dinas Powys and surrounding areas. Traffic on Cardiff Road is very busy, queues during the day can be long and at peak times its horrendous, adding at least 30 minutes to travel time through Cardiff Road. Adding new houses will have a dramatic effect to the flood risk in Dinas Powys. Building on fields that contain rain water will not allow drainage at the same scale, more drains and sewage running into the local rivers who can't cope with the present volume of rainwater. Doctors/schools/dentists are already struggling with the population. Pollution from 250+ cars is detrimental to people, especially children walking to school alongside the queues of traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/37g

6760 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Paul Giles [3673]

Summary:

Traffic going through Dinas Powys is already congested. there will be more flooding. There is difficultly getting a doctors appointment now and schools have not got the spaces for more children.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/37j

6761 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Tina Giles [3676]

Summary:

I disagree with the new housing plan as it will cause flooding. Also the traffic through Dinas Powys now is bumper to bumper. There is not enough public transport as well as school places and it's difficult to get a doctors appointment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/37z

6762 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Kevin Feehan [3677]

Summary:

Although understanding the requirement for additional housing, the current proposal and location is at odds with the impact of the traffic on Cardiff Road between Dinas Powys and routes to Llandough, the A4232 and also alternative traffic proceeding to Cardiff centre and M4 link.
For more housing a complete change is required in the road infrastructure of the local area, or the residents of Llandough and Dinas will be gridlocked daily. I saw this first hand when the mill development at Ely Bridge was constructed. Traffic is now at a standstill at certain hours of the day.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/37n

6778 Support

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon wholly support the inclusion of Land to the North of Dinas Powys (HG1 KS2) as a proposed site allocation within the emerging RLDP. The site represents a logical extension to the existing settlement of Dinas Powys and provides an opportunity to address local housing needs within a highly accessible and well-connected location. Given its position adjacent to the existing settlement boundary of Dinas Powys, the site also is also well served by existing services, public transport links, schools and community facilities, thereby reducing reliance on private car travel and supporting national and local placemaking objectives.

The proposed scheme has also been designed to make effective use of land that is both logically related to the existing urban form and clearly aligns with the Council's growth strategy. Given the level of demand in the area, a particularly significant benefit of proposed allocation HG1- KS2 is the commitment to deliver a minimum of 100 affordable homes, representing 40% of the total provision.

The site will therefore make a meaningful contribution to meeting locally needs and incorporate a mix of tenures that directly responds to the Vale's LHMA/evidance base. These principles align with the Councils aspirations to foster more inclusive communities and thus remain consistent with Policy SP4 and Policy PGD1. From a design perspective the proposed scheme has also informed by a comprehensive masterplanning process ensuring that high quality design, integrated green infrastructure, and sustainable transport connections integrated throughout the proposed layout.

Ecological considerations have similarly informed the proposed layout for the site. Technical work, including the Preliminary Ecological Appraisal and subsequent strategy documents, have confirmed suitable biodiversity enhancements can be delivered through a network of retained and reinforced green corridors, historic woodland protection, and supplementary planting. The masterplan prioritises ecological connectivity, incorporating wildlife corridors, dark routes for nocturnal species, and extensive areas of multifunctional open space. These measures not only mitigate potential impacts on identified species, such as dormice, but provide clear opportunities for biodiversity net gain in accordance with the Environment (Wales) Act 2016. The integration of Sustainable Drainage Systems within landscaped areas further demonstrates how flood attenuation, habitat creation and recreational provision can be delivered in a cohesive manner. Thereby ensuring that environmental enhancements are incorporated throughout the scheme from the outset which fully accord with the RLDP's objectives in that respect.

In transport and community infrastructure terms, the site's sustainable credentials are equally compelling. The proposed access arrangements onto Cardiff Road have been refined in response to feedback from the highway department, whilst demonstrating deliverability and promoting safe access for all users to avoid having any adverse impacts on local highway network.

Geographically the site also lies within immediate walking distance of Eastbrook and Dinas Powys rail stations, which inevitably aligns with the Council's transport-orientated growth strategy. In turn these principles accord with national placemaking objectives set out in PPW12 and shall actively encouraging a modal shift away from private vehicles to incentivise more active forms of travel.

Most notably this includes dedicated pedestrian and cycle links through the site providing connectivity with a range of local services and facilities.

By virtue of the above we fully support the proposed allocation of Land to the North of Dinas Powys (HG1 KS2). As the proposed developer Persimmon Homes remain committed to development opportunities the site presents and its ability to help deliver much needed full market and affordable homes in a highlight sustainable location, which clearly accord with the Council's proposed growth strategy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6806 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Fergus Jamieson [3680]

Summary:

Congestion-Anyone who either lives in or travels through Dinas Powys will be actually aware of the daily pain and suffering that driving along Cardiff road creates. More houses=more cars, more congestion, more fumes, more risk to residents.
Flooding-I sincerely hope that those wishing to crush the village by adding so many more houses, cars and people will remember what happened only a couple of years ago i.e FLOODING! Please, do not inflict the same pain on those who will be affected by the new housing estate.
Services-There aren't enough doctors, school spaces etc as it is. Please do not make it any worse.
Greenbelt and Loss of Wildlife-This is blatantly obvious. You will ruin the surrounding areas of greenery. PLEASE DO NOT CRUSH OUR BEATIFUL VILLAGE.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation redacted - https://valeofglamorgan.oc2.uk/a/38g

6817 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Jenny Hurley [3681]

Summary:

1) Benefit
The 250 home development needs to be evaluated in terms of proportionate benefit + loss. There will be some benefit but the loss will outweigh the benefit.
1) Cardiff road of this point is one of the busiest in the length and breadth of the Vale Council area. Every day I drive there and home to endure ever increasing congestion and air pollution. Such damage to mental health
2) The air quality is a physical danger for walkers to the station at Eastbrook and to Llandough Hospital.
2) Common Sense
As priorities are evaluated. Common sense seems overwhelmingly in this is the wrong place for this housing development.
3) Community
Community quality of life- Dinas Powys and Llandough will be so harmed particularly with future of inadequate public services.
4) Access/parking
My home has a garage/parking space next door rented from Seel estates. This off road parking would be lost. Also of No 8 exit form the parking space would be impossible.
5) Flooding
Building a new access road could create/add to flooding problems. My home has already suffered from flooding. There seems to be no protectible design for the access over the top of the stream/brook.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/38p

6824 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Angela Green [3683]

Summary:

I oppose the proposed development (HG1 KS2 Eastbrook) an greenfield land due to the irreversible environmental damage, the absence of essential local infrastructure which will include added pressure on already overstretched local services and roads and transport links. This development conflicts with sustainable development principles, the environmental and ecological impact on the local area will be inversible and forever damaging to wildlife and biodiversity. The risk of flooding for Dinas Powys and the local area will be increased as the chosen fields absorb the local rainfall. This is an absolute destruction of natural habitat. The roads around the proposed development site are already struggling with congestion and being poorly managed by the council, with poor road/inadequate surfaces and pot holes. The increased traffic will present safety concerns. The economic act from taxpayers locally is again unacceptable for a development that is not wanted by the local community. The schools in the surrounding area and local GP practices are already struggling to and overstretched providing poorer access to education and healthcare. Choosing brownfield sites is preferred by the local community and myself as more sustainable development. Once again I completely oppose this development area local resident, it is a destruction of our environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39r

6826 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Anthony Green [3684]

Summary:

Overload traffic on Cardiff Road overload The Doctors, Dentist and schools and damage to wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39t

6827 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Janet Green [3685]

Summary:

Overload of traffic on Cardiff Road over load of Doctor's Dentist, and school and damage to the wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/394

6835 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr John Green [3686]

Summary:

I object to the house building on the site of fields near Dinas Powys (HG1 KS2 Eastbrook). It will destroy more precious greenfield space that opens areas to Pen Y Turn Pike Road road. The village and in particular the road system will not cope with such a major expansion in population-The drive through Dinas Powys Cardiff Road (and Pen Y Turn Pike Road) is already very slow and extremely congested at times. I ask that the council turns down these plans.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/399

6836 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Margaret Gwilliam [3687]

Summary:

This will cause increased congestion on our already busy roads. The Dr's and schools are already too busy and emergency services are stretched. My house is already in a flood risk area, and extra houses will increase the risk of flooding, making it even harder to get house insurance. The roads and our small village aren't able to cope with another 250 homes and 500 extra cars. I strongly oppose this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted + - https://valeofglamorgan.oc2.uk/a/39b

6837 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr David James [3688]

Summary:

There is already to much traffic coming in and out of Dinas Powys. Trying to get out of Corbert Road is difficult enough extra traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Letter Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qd

6838 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Joyce Harding [3689]

Summary:

The most obvious problem with regard to the development in the Cardiff Road area is traffic. Cardiff Road is often at a standstill because of the volume of traffic another 500+ cars will first make this worse. Air Pollution is a real concern. There is no plan for new roads in the area. The massive lorry that use the road are a problem too. Dinas Powys has always been recognized as a village community. This is being eroded by all the over-building in surrounding areas. Schools and doctors surgeries are oversubscribed at present. What plans are there for extra capacity. If the development goes ahead all houses should be affordable not an estate of expensive houses with a small number of affordable/social housing included in as a token gesture.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qw

6839 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Elinor Elias-Jones [1938]

Summary:

I oppose the site on Eastbrook Fields as the traffic already going and coming from Cardiff and Penarth is already an enormous problem resulting in long delays due to heavy traffic from Barry-This is the main route from the largest town in Wales to the Wales capital. It's madness to increase the use of this road. Whilst the vehicles are stationary they exhume fumes which are detrimental to the environment. The fields are prone to flooding and further development of the land would further cause further water. The houses will be built on unsuitable land-land which is better used for agricultural purposes. We must encourage biodiversity in the green areas.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39f

6840 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Beryl Kelly [3690]

Summary:

I give my daughter-Deborah Evans permission to write my comments for me - I am unable to do this due to arthritis in my hand. I object to the proposed new development site in Dinas Powys-the roads are not capable of handling the amount of increased traffic this development would cause. Our Schools, GPs and dentists do not have the capacity to deal with all the extra families all fighting for school places and medical appointments. I have lived in Dinas Powys for over 60 years and have always enjoyed the open green spaces. I have seen a number of fields/open green spaces disappear during the time I have lived in Dinas Powys which has the spoilt the area, another housing development will deprive the residents of Dinas Powys of yet more open space.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39h

6841 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dr Chris Jones [2189]

Summary:

Development would destroy green space, increase traffic (already an issue) and flood risk to surrounding area. Fields are used for daily walks and have been an essential positive contribution to my mental health.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39j

6842 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr and Mrs Jones [2161]

Summary:

I am submitting this statement as someone who lives very near to this proposed development. First of all the extra traffic this will cause is a nightmare in the making some days now myself and neighbours cannot leave our side road to get on to the main road and thats before you get to the problem with the air quality. Also the buses will alter there timetable due to the time it will take to drive along the main road also Ambulences-police and fire. Then you have not taken into account the flood risk! everywhere!!! Where are all the extra people going to access G.P services, dental services etc, as what the area have now are more than full. The same goes for schools. Back to flooding. After being flooded once years ago I would not want to go through that again so losing the natural soak away-fields fill myself and family with dread. I think as a council to not think this through would level for compensation claims if this were to happen. So my objection to this ill thought out plan to build these houses are for-flooding-public transport- medical GP+Dental-schools, air quality plus the increase in population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39z

6843 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rhian Jamieson [3691]

Summary:

This will have a huge impact on our lovely village. The traffic on the Cardiff Road is already at full capacity. The number of houses proposed will put a huge strain on an already overloaded road. Please think about it!!!!! The schools and doctor's surgery just simply can not take anymore. Our 3 children, as well as my husband and I have grown up here in Dinas Powys. Please don't spoil out village and it's identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39n

6848 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Susan Pryce [3692]

Summary:

I totally disagree with the proposed development of this site as follows.
A-The infrastructure of the village is not able to take anymore traffic, medical centre patients and pupils in our schools.
B- The emissions from the extra traffic will bring the air quality lower than it already is-which is extremely worrying now.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/39p

6854 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Gareth Pryce [1523]

Summary:

I disagree with the proposed development of this site as follows.
A) The infrastructure of the village is not able to take anymore traffic , medical centre patients and pupils in our schools.
B) The emissions from extra traffic will bring the air quality lower than it already is which is extremely worrying now

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redaction - https://valeofglamorgan.oc2.uk/a/3vr

6855 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Charles Pleasants [3285]

Summary:

HGI KS2

The idea of inserting 250 new houses on the land North of the Cardiff Road close to The Merrie Harrier seems most unsound. Two problems already beset Dinas in this area: an overload of traffic with associated pollution, and flooding.

In the first half of the 1990s, air quality monitoring in Dinas revealed there were regularly spikes in motor pollutants near busy thoroughfares such as Cardiff Road, while in 2017 concerns were highlighted about pollution there, with measurements sometimes approaching or exceeding legal limits, particularly around traffic bottlenecks such as the Murch traffic lights at the school. Any increase in traffic, that would inevitably follow adding 250 more houses with associated vehicle activity, would lengthen traffic queues all the way through Dinas and produce even more of a pollution threat. Gridlocks already plague Cardiff Road through the village, morning and evening, such that the smell of the fumes hangs heavily all along the road.

The elevation above sea level around The Merrie Harrier is approx. 10 metres, the centre of Dinas c.3 metres. In recent years residents have suffered flooding in their homes, so there can be no doubt that, given the worsening of climate change effects, this is not going to get any better. Establishing an extensive housing area in that elevated region by Cardiff Road is bound to increase the flooding threat to the rest of the settlement, both because the absorbent function of the land as it is now(fields/agricultural), would be lost, and the hard surfaces associated with housing, mean run off would accelerate after the land's water retention ends. Much more water would be heading into the centre of the village, overwhelming the River Cadoxton.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representations - https://valeofglamorgan.oc2.uk/a/3vt

6857 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Julie Nicholas [3693]

Summary:

Impact on getting to and from work at ***** hospital. Parking issues also.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qg

6861 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jean Newberry [2254]

Summary:

I object to the proposed housing development on the land to the north of Dinas Powys on land near Seal Park. This land is so lovely & should not be lost to our children & theirs. These are some & my other reasons for NOT building houses there. I recently tried to call the doctors it took me 130 times before I got through & then it was difficult to get an appointment. We live in chapel close to whatever time of day we can't get out onto the main road its so busy. Flooding is becoming a real issue in this area and building on this land would make it far worse. Local schools are already pushed to the limit with large numbers attending. Please take note of the of objections made, once lost to houses this land will be gone for ever, please listen to those who live here and know what strain it would be to have all those extra houses there too. Thank you.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3v8

6863 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Gavyn Meredith [3694]

Summary:

I believe the proposed development ignores vital statistical data and raises serious concerns. Census data shows significant elderly population growth, yet the location risks segregating these residents. Increased congestion will worsen traffic, pollution, and impact air quality, especially on Cardiff Road. Services like health centres and schools are already oversubscribed, and further development will strain them. The Green Wedge and floodplain are at risk, threatening local biodiversity and increasing flood risks. Overall, these issues demonstrate that the proposal disregards environmental, social, and infrastructural considerations.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vv

6864 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Robert Mcateer [3695]

Summary:

Object

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vc

6867 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Aimee Mackenzie [3696]

Summary:

Increased congestion in an already congested village after the last development at Scholars Park. Availability at our local doctors surgery already at capacity. Loss of wildlife!!!

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vg

6868 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Eileen May [3697]

Summary:

I object because I am concerned about increased traffic congestion, I object because of doctors and schools already at capacity. I am worried about the impact on our NHS services locally.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vx

6869 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Margret Lloyd [3698]

Summary:

As a 90 year old, I am already concerned about the difficulty in getting an appointment at the Doctors. It will be even harder if a housing estate of 250 houses is built. Very concerned about the extra traffic the new estate will bring. Traffic can be nose to tail for hours during the day. Roads are in a dreadful state already with large potholes. Will schools have the capacity for more children. Worried about the risk of flooding due to more housing being built. Loss of green space between Dinas Powys and Llandough.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vk

6871 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Helen Lloyd [3699]

Summary:

Increase of traffic on an already congested road. I live on Cardiff road and I can see throughout the day how much traffic is on the road. Worried re capacity at the health centre already difficult to get an appointment. We already have patients from Penarth due to there GP's closing. As a car driver I can see the state of the roads eg potholes. What will happen to the roads if we have even more traffic on the roads. Rail transport-Eastbrook is already a really busy station. It will be the nearest station to the proposed new estate. How will the trains cope with all the extra passengers.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vy

6872 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss S.C Lawrence [3700]

Summary:

Absolutely ridiculous to have more houses in Dinas Powys. The traffic through Dinas is awful!! Especially morning and evening rush hours. Schools, Doctors etc are at capacity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3vq

6873 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Shelagh Lane [3701]

Summary:

Previous flooding has effected Dinas Powys. This problem will only get worse with this development. No infrastructure for extra school, doctors which is a big problem already. Traffic.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bs

6874 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Dianne Lane [3702]

Summary:

My objections are we don't have the infrastructure to support more houses e.g poor services roads full of pot holes, overcrowded schools. Oversubscribed doctors, dentists poor postal services. Life is already a struggle in this area without adding to it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sc

6875 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Stephen Kinchen [3703]

Summary:

I object to HG1 KS2 Eastbrook because these fields already hold water after heavy rain. With no modelling downstream impact, no accumulative assessment and no evidence of drainage network capacity (Residents Group Objection, section 3) building here would put homes, roads, local schools and businesses at serious risk.
The roads through Dinas Powys are already congested and stressed. No traffic modelling, junction capacity testing has been provided. Lack of sensible secondary access makes the site unsafe and would hinder emergency services access.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3b5

6876 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Hilary Kinchen [3704]

Summary:

I object to the proposals on the following grounds. The roads through Dinas Powys are already very congested and overworked. No convincing traffic management or junction capacity assessments have been put forward. No secondary access to the site is dangerous and may cause difficulty for emergency services. No work on the impact of the development on local schools and services has been published. The fields where the site is absorbs excess rainfall. No modelling of the impact of the development on downstream water drainage capacity or the ability of the waterways to cope with the additional run off is available. Downstream areas have already suffered from flooding. The additional water world threaten houses, schools and local businesses.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3b7

6877 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr James Kidby [3705]

Summary:

Traffic congestion, flooding major issue, destroying green space, carbon pollution from cars, noise pollution, wildlife will decrease significantly.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3b9

6878 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Malcolm Phillips [3574]

Summary:

I am concerned that the proposed development will increase traffic congestion on Dinas Powys's main road, already heavily congested and polluted, affecting nearby schools and residents. Flooding since 2020, alongside inadequate railway station facilities due to accessibility issues and ageing water infrastructure, exacerbates these issues. Local services such as healthcare and schools are already overstretched, and wildlife is at risk if greenfield sites are developed instead of brownfield. I urge planners to reconsider the site to avoid worsening traffic, infrastructure strain, and environmental impact.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representations Redacted - https://valeofglamorgan.oc2.uk/a/3bb

6879 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Jill Phillips [3707]

Summary:

As a resident of over 30 years, I object to the proposed development of 250 houses at Eastbrook, Dinas Powys, fearing it will worsen traffic, flooding, and environmental damage. I have witnessed increased traffic noise, fumes, and flooding, which I believe are inadequately addressed in the flood assessment report. I am concerned about the outdated monitoring data, the impact on wildlife habitats, and the potential strain on the ageing sewage system. I believe the development poses an unacceptable risk to the community, especially lower-lying residents affected by flooding.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bd

6880 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Angela Peterken [1886]

Summary:

I object to the development of Eastbrook area of Dinas Powys. The area is unsuitable as the infrastructure is unable to cope with such an increase in population cars + development. More than ever we need our green spaces, the area is full of wildlife and our country has a nature deficit. The roads are at capacity, the Dr's full, dentists full, gas, water + electricity infrastructure wearing out. Dinas Powys has no job opportunities so people will need to travel to work. Public transport is not accessible to many or decent go to the right places so most people will travel by car + our roads are at capacity. Active travel is non existent or not joined up. The centre of Dinas Powys has no cycle lanes + the one out towards to Llandough is not joined up to anything. This development will effect everyone in Dinas Powys if it goes ahead.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bf

6881 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Roger Newberry [2250]

Summary:

I object to the proposed housing development on land to the North of Dinas Powys on land near Seel Park. I am devastated that this beautiful part of nature will be lost to future generation if these plans are proposed. I would suggest the following would be valid reasons for refusal of planning permission.
Cardiff Road is gridlocked for most of the day. It cannot take another possible 300-500 cars a day.
Flooding risks in Dinas are real and building the homes would make the problem much worse. The fields historically flood very badly anyway. Local schools and medical centre have no room. Last week I rang the doctor 98 times before I could get through - this is not acceptable.
The proposals reliance on a single entry is not acceptable for multiple reasons. Please listen to the huge number of voices against this plan. Please listen to the people.

Change suggested by respondent:

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Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bh

6882 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Gemma Power [3708]

Summary:

I object to the allocation of site HG1 KS2 for development. The proposed development would have a negative impact on the surrounding area and existing community. It would place additional pressure on local infrastructure, particularly roads, which already experience congestion are are not suitable for increased traffic. The development would also result in the loss of valuable green space that contribute to the character of the are and supports local wildlife. Local services such as schools and hospital and transport are already limited and may struggle to accommodate further housing. The proposal allocation would have a negative impact on the community and the surrounding environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bj

6883 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sarah Pugh [3709]

Summary:

The development would increase congestion on roads already over capacity. New schools, nureries and doctors surgeries would be required for the number of new residents of the proposed development as current facilities/amenities are already at capacity. We are in a climate emergency. Removing plantlife and habitats will make the situation worse. We will not reach the net zero targets if traffic increases to the 250 new homes. Exhaust fumes will increase air pollution and more local people will develop respiratory illnesses, putting further pressure on already over-stretched doctors surgery and NHS.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bz

6884 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Rachel Pugh-Alexander [3710]

Summary:

I object to the following:-
Extra houses-more cars, roads already overly congested.
Schools and healthcare providers already oversubscribed.
Destroying more green belt and wildlife habitats-we need to preserve these.
Extra water runoff creating more potential for flooding during high rainfall which is occurring more often with global warming.
Dinas Powys is a village with village level amenities and with constant population growth from ongoing houses being built these amenities are already severely overstretched.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bn

6885 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Gareth Shaw [3711]

Summary:

Increased congestion-
250 homes could bring over 300-500 additional cars Cardiff Rd and Culverhouse Cross were already at capacity 5 years ago and there has been no subsequent upgrades.
Increased Flooding-
Water run off Eastbrook site will enter the Cadoxtan river which has bust and flooded homes in Dinas Powys many times.
Doctors and Schools already at capcity.
Loss of wildlife-
Limited access to Eastbrook train station. No viable pedestrian access and inadequate parking at the station. Emergency services, first responders, A and E and maternity facilities all directly affected by the additional demand and congestion brought on by the development. Big reductions to the green belt boundary merging Dinas Powys to Llandough. These boundaries are meant to be protected spaces, not adjusted to fit an agenda. Dinas Powys population is continuously increasing and will lose it's identity as a village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3bp

6886 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kay Shaw [2243]

Summary:

2) The traffic congestion through Dinas Powys especially Eastbrook, a new built can possibly add another 500 cars causing even more disruption. I have heard that there will be another set of traffic lights before the Merrier Harrier lights, which will cause more chaos. What about the emergency vehicles ie: paramedics, ambulance and fire services???
3) The risk of flooding. Dinas Powys was flooded in 2020 flood prevention measures have not been taken into account. These fields are practically impossible to navigate during winter months because of standing water on the fields-where will this water go if houses are built here-down into Cadoxton river cause more flooding.
5) These houses are supposedly being built because of the active travel route-the Eastbrook station is totally inadequate especially for disabled persons, elderly and mothers with pushchairs at prams.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cr

6888 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Jane Sissons [3712]

Summary:

Dinas Powys is already at saturation point-we can't take anymore housing developments-the infrastructure is not there, schools over subscribed, Dr's bursting with patients. The flow through of traffic is already at capacity, you crawl along the main road most of the time. Traffic is too heavy for the roads flooding-already a big problem will be worse as the drains are old. We are losing our identity as a village-we do not want this- Dians Powys does not want to be lost as a village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ct

6932 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Jeremy Sissons [3714]

Summary:

Dinas Powys does not have the infrastructure for more houses the main road is always full and the Merry Harrier junction is running at capacity. The medical centre is full along with the 2 schools. Flooding is an issue in Dinas Powys-more houses are going to present more issues.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cz

6933 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Miss Mary Spiller [3715]

Summary:

I strongly object to the extra traffic through Cardiff Road, Dinas Powys. Also the loss of habitat, plus more pollution. Emergency Vehicle access and the risk by blowing vehicles creating a single point of failure that could cost lives. Schools are at capacity already. Doctor's surgery will also be affected.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cn

6934 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs E G Thomas [3716]

Summary:

I strongly believe that this development will have a negative impact on the following issues that already worry the inhabitants of this village and the surrounding areas.
1) Flooding is already a problem
2) Traffic movement of lack of
3) Schooling-spaces are at a premium
4) Doctors and dentists are already at capacity
5) Public Transport
6) Village status will be lost

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3cp

6935 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Sarah Thomas [3717]

Summary:

Construction of new houses will result in:
-Congestion/car fumes
-Blocking routes to UHW hospital and delaying abulences.
-No school places available locally
-Lack of G.P places
-Flooding because trees/land have been removed
-Lack of infrastructure/Roads
-Lack of green spaces for children
-Destruction of green spaces/wildlife affected
-Employees will have difficulty getting to work on time via Barry and Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dr

6936 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Bharana Varsani [3718]

Summary:

I'm employee. It will impact getting in and out to work.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dt

6937 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Anna Maria Villiers [3719]

Summary:

I believe that the proposal for building 250+homes will have a detrimental and devastating effect on Dinas Powys and the surrounding area.

1. Wildlife disturbance-foxes, newts, rabbits will all be effected.
2. Grasslands + Wetlands would vanish
3. Removing vegetation and soil.
4. Public rights of way lost.
5. Risk of flooding
6. Loss of wildlife
7. Destruction of ancient trees and hedgerows.
8. Increase in traffic and pollution and heavy congestion
9. Infrastructure affected
10. Doctors surgery to full capacity
11. Schools in area at full capacity
12. Hedgehog habitats
13. Water quality and hydrology-construction pollution
14. Peatlands of Carbon sinks
15. Historical/Cultural heritage - loss of historical landscape
16. Air pollution and emissions from construction.
17. Habitat loss + biodiversity-land clearing, development destroy natural habitats.

The above is my list of objections and concerns against the proposed development of 250+ houses in Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Redacted Representation - https://valeofglamorgan.oc2.uk/a/3d4

6949 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Dean Villiers [3720]

Summary:

I believe the proposal of the 250+ houses will be detrimental to Dinas Powys and the surrounding areas. These are a list of my concerns.
1. Natural Habitats and Biodiversity
Wild life habitats: Woodlands, grasslands, wetlands and ponds are frequently cleared, destroying homes for various species.
Biodiversity: The removal of vegetation and soil can lead to a decline in local wildlife, insects and plant life, contributing to the loss of nature.
Wildlife corridors: Developments often break up interconnected natural areas, preventing animals from migrating, foraging, or breeding which causes "FRAGMENTATION"
Ancient Trees and Hedgerows: Established, mature vegetation, that takes decades or centuries to grow can be removed in days.
2. Environmental and Physical Resources
Soil Structure: Top soil is often removed, compacted by machinery, or contaminated leading to soil erosion.
Peet lands and Carbon Sinks: The removal of natural carbon- storing landscapes removing stored carbon and destroying habitats that take thousands of years to form.
Water Quality and Hydrology:
Construction can cause pollution run off into rivers and streams, while increasing impermeable surfaces increases flood risk by affectively groundwater levels and flows.
Infrastructure capacity:
Local roads, schools can become overloaded and congested.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3d9

6950 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Alan Virgo [3721]

Summary:

Flood risk increased. Emergency services overwhelmed. Traffic increased congestion. Loss of green space. Loss of village community status.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3db

6951 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs susan virgo [2100]

Summary:

1. Increase in traffic along an already full capacity main road and Pen-y-Turn Pike lane. No safe walking and cycling route to train station and bus stop. Eastbrook and Dinas stations are not accessible for all. Access to schools, Doctor's surgery, dentists shops all reached with great difficultly on foot or cycle. At odds with sustainable travel as required by govt.
2. Flooding. We will be at extreme risk of further regular flooding. Floods of Dinas, Sully and Cosmeston 2020, not inc. in the reports produced for this housing project.
3. Schools and services are at full capacity at present without a further 250 new families.
4. Destruction of greenbelt land, resulting in the loss of wildlife habitats and open spaces for the enjoyment of all. These areas are meant to be for projected spaces.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dd

6952 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Clive Vockins [3722]

Summary:

Road Works. Flooding. Drains are always blocked along Cardiff road. If they build more houses traffic will be at a standstill.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representations Redacted - https://valeofglamorgan.oc2.uk/a/3df

6953 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Wendy Vockins [3723]

Summary:

Traffic is bad enough along Cardiff Road. Flooding, pollution, traffic congestion, and more road works.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dh

6954 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Glenda Watts [2127]

Summary:

I oppose the Eastbrook housing development, believing it conflicts with Welsh Government policies and harms our community, environment, and infrastructure. The site would worsen traffic congestion, air quality, and place strain on health services. Relying on a single access point breaches safety standards and increases risk. Building on greenfields would damage wildlife habitats and breach environmental legislation. The flood risk assessments appear inadequate, ignoring known flood issues and proposed mitigation measures. Overall, I urge serious reconsideration of this development due to its significant potential negative impacts.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dj

6955 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Antony Weeks [3724]

Summary:

NO!NO!NO! Flooding, Congestion, Loss of wildlife.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representations Redacted - https://valeofglamorgan.oc2.uk/a/3dz

6956 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Julie Weeks [3725]

Summary:

I can't believe how this could be considered. The traffic is nose to tail most of the day (don't even mention the pot holes, some huge lorries use the road). Doctor's surgery you are more likely to die before getting an appointment. Chemist has now got a 7 day turnaround for repeat prescriptions. All schools have full capacity. How many years has a bypass been talked about. Dinas Powys in a fabulous place to live a "village" but being totally ruined. No, No, No I prey this housing does not go ahead. But they do say money talks

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dn

6957 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Kathryn Wheatley [1550]

Summary:

Increased congestion, massive problems with emergency vehicles trying to access roads. Increased flooding, don't want a concrete jungle, water flowing in highways. Doctors, schools already overcrowded. Loss of wildlife - there are bats livings in house lofts in Jestyn Close distributed by this development (Owls, foxes, worms, squirrels, tit family, black bird and other varieties affected). Overcrowded train services. Britain is already facing greenbelt shortage - lots of animal species being potentially made extinct if this continues. Dinas Powys will no longer be a village just a name.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3dp

6958 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs J.A. Woodman [2312]

Summary:

Increased congestion means it's extremely difficult to get out of our drive. Increased strain on local NHS service. Very difficult to get a doctors appointment even now without numbers. Local GPs surgeries already over subscribed beyond capacity. Schools already at capacity. Increased risk of flooding. Water run off rather than absorption means increase a overwhelming of existing surface water drainage system. Loss of local wildlife a habitats due to even more urban developments. Dinas Powys did have a real village, community feel. This has been eroded over time and local infrastructure has been already overwhelmed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3wr

6959 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Robin Woodman [3726]

Summary:

1. Increased Congestion
Due to the lack of bypass in Dinas Powys, there is only one main road that runs from Barry to Cardiff. With the increased houses built over the Murch within the last 10 years, the traffic has increased drastically, which resulted in further congestion, so is already proving difficult to join this road from our house. The addition of 250 houses with 300-500 additional houses onto an already overburdened road, would cause significant congestion + bottle neck. The infrastructure has never expanded or improved as Dinas Powys has grown to leaves the current residents at considerable disadvantage.
2. Doctors and Schools at capacity
As Dinas Powys had grown, the infrastructure has failed to keep up. No investment has been made up to accommodate the additional families/people who now reside in. Dinas Powys and the GP/surgeries are struggling to keep up. Residents already face a delay in appointment, with 10 day for blood tests which is detrimental to their physical and mental health. With the threat of 300-500 new homes being built, the burden this will add to a struggling health service would cause further disruption and delays, which will affect peoples health.
3. Increased Flooding
Water run off from Eastbrook site will enter the Cadoxton river which has burst+flooded homes in Dinas Powys, which will only get worse.
4. Losing identity
GP has grown and continues to grow, I feel it's not in keeping it's lovely rural feel of a village.
5. School
Over subscribed currently. No improvements have been made into the existing infrastructure to accommodate more families moving to the area. With the additional homes being built, this further threatens the education system which is already struggling.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3wt

6960 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Gillian Woods [3727]

Summary:

I strongly object to the above development for the following reasons. Increased congestion. Increased flooding-the high chance on this is very worrying! Doctors and schools which are already at capacity and oversubscribed. Loss of wildlife. Active travel. Difficulty for emergency services due to congestion. Reduced greenbelt. Dinas Powys will lose it's identity as a village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3w4

6961 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr John Woods [3728]

Summary:

These homes will: increase flooding, doctors and schools can't cope already, loss of wildlife, one road in and out of Dinas we need a bypass, greater delays on road for emergency services, loss of green belt.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3w6

6962 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Lorraine Williams [1640]

Summary:

I oppose the proposed HG1 KS2 Eastbrook development in Dinas Powys' RLDP, citing concerns over safety, environmental damage, and community impact. The site is a vital green space that provides mental health benefits and supports wildlife, which would be destroyed. The development lacks proper traffic, flood, and ecological assessments, conflicting with Welsh legislation like PPW11, TAN 15, and the Environment Act 2016. It would strain local infrastructure and discriminate against disabled and vulnerable groups. I urge its removal due to irreversible harm and policy non-compliance.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3w8

6963 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Ivor Williams [3729]

Summary:

I wish to register my opposition to the proposed development of 250 houses In Dinas Powys.
1. It will increase the amount of traffic along Cardiff Road which is already heavily congested. It will also increase pollution levels.
2. The schools and doctors facilities are at capacity and it is already difficult to arrange appointments.
3. The risk of flooding will increase due to water run off from the site entering the river Cadoxton. Over 100 homes were flooded in December 2020.
4. The green belt boundary will be reduced together with a loss of wildlife.
5. Pedestrian access at Eastbrook station is already inadequate and also the lack of extra parking facilities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3wv

6964 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Lydia Williams [3730]

Summary:

I wish to register my opposition to the proposed development of 250 houses in Dinas Powys.
1) Increased amount of traffic in and out of Dinas Powys, adding further congestion on Cardiff Road. This will also increase pollution levels.
2) The schools and doctors facilities are at capacity and is already difficult to get a medical appointment.
3) The risk to flooding will increase and further homes will be prone to flooding as in 2020 when over 100 homes were affected.
4) Wildlife will be affected, along with the greenbelt boundary
5) Pedestrian access at Eastbrook station is already inadequate with a lack of extra parking an issue

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3wc

6973 Comment

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required. An 18” diameter watermain crosses the site.
Wastewater - The sewerage network can accommodate foul flows from the development. A 1450mm diameter foul sewer crosses the site.
Wastewater Treatment Works - Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6981 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mrs Pam Morris [3732]

Summary:

I object to HG1 KS2 as the site would invade the green belt merging Dinas Powys and Llandough damaging village identity. It will generate additional use of traffic lights for Eastbrook station resulting in increased traffic delays. Homes will increases traffic movements to the site. Car users from the other key sites will also use Cardiff Road to travel causing gridlock. There is no provision to improve traffic flows in Dinas and the y-pass should be provided. There is flood risk that has not been adequately addressed. Doctors and dentists services are already stretched as well as school places.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3wx

6985 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Maxwell Scott-Cook [3731]

Summary:

I am writing to formally submit my strong objections to the Replacement Local Development Plan (RLDP) and Site Ref: HG1 KS2, concerning the proposed 250-home development in Eastbrook, Dinas Powys (Ref: 444). This proposal is fundamentally flawed and contradicts several key pillars of Welsh Planning Practice, TAN guidance, and Government Policy.

1. Critical Access and Safety Risks
My primary concern is the reliance on a single point of access for a development of this scale. Under PPW11 and TAN 18, transport infrastructure must be resilient. A single access point for 250 homes creates a "single point of failure." Should this entrance be blocked by flooding, accidents, or utilities work, the entire estate would be cut off. This directly contravenes Welsh Fire & Rescue Service expectations, which mandate secondary independent access for schemes exceeding 100 dwellings to ensure emergency response capability.

2. Failure to Address Hard Constraints
The developer has failed to provide a necessary traffic study or demonstrate how pedestrian and cycle links will meet Welsh Government standards. Furthermore, the site connects to one of the most congested, "traffic-sensitive" roads in the Vale of Glamorgan. Proceeding without addressing these constraints is a violation of the New Roads and Street Works Act 1991.

3. Suppression of Flooding Data
I am deeply concerned by the apparent omission of the December 2020 flood event—which affected 100 local homes—from the Strategic Flooding Assessment (SFCA). The SFCA suggests existing measures are sufficient, yet contemporary reports from the same consultants recommended urgent new flood management options. This lack of transparency suggests a cover-up and necessitates a full, honest survey before any further consideration.

4. Environmental and Ecological Impact
The proposed greenfield site is a vital corridor for protected species, including Hazel Dormice, Otters, Great Crested Newts, and the critically threatened High Brown Fritillary Butterfly. No appropriate ecological studies have been conducted at the correct times of year to identify these residents. Destroying this habitat directly contradicts the Welsh Government's declared Nature Emergency.

5. Community and Infrastructure Strain
Finally, the development would introduce over 500 new vehicles to Cardiff Road, significantly worsening air pollution. It would also add hundreds of new patients to the Dinas Powys Medical Centre, further degrading NHS services that are already struggling to meet Welsh Government standards.

Conclusion
This proposal represents an unacceptable risk to life, property, and biodiversity. It is contradictory to the Vale of Glamorgan's stated commitments to climate and nature. I urge the Council to act in the interest of the community and abandon this plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3wk

7013 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Mr Matthew Jackson-Hookins [3733]

Summary:

I am writing to formally oppose this allocation, which I believe represents a "breaking point" for the village's infrastructure and environmental health. The following technical refutations and formal demands require a response:

1. Air Quality and Topography

Dinas Powys is a "topographical trap" where vehicle emissions pool on the valley floor. Current data for Cardiff Road shows pollution already exceeds three WHO safety limits. I contend that adding 500+ daily vehicle movements is a direct threat to public health and violates the Environment (Air Quality and Soundscapes) (Wales) Act 2024.

2. Highways and Emergency Services

The road network has reached a "saturation point". I am deeply concerned that further congestion will eliminate the "filter space" required for emergency vehicles, dangerously increasing response times. I demand the release of raw traffic datasets and an Emergency Impact Assessment.

3. Hydro-Geological Risks

Site SP4.2 sits on a critical uphill slope that acts as a natural "soakaway" for the Eastbrook basin. Replacing this with impermeable surfaces will displace floodwater into the lower village. Furthermore, Welsh Water recently attributed a major pipe burst on St Davids Avenue to "changing soil conditions," contradicting the Council's claim that this land is stable enough for high-density development.

4. Failure of the "Brownfield First" Strategy

The Council has failed to demonstrate a "sequential approach" to land allocation. I argue that the Council should prioritize high-density development at brownfield sites like The Mole (Barry Waterfront) or Wimboune Road instead of destroying the Dinas Powys Green Wedge.

5. "Active Travel" and Accessibility Fallacies

The proposal's reliance on "modal shift" is physically unworkable.

• Gradients: Site gradients of 1:12+ exceed national guidance (5%), effectively "designing out" the elderly and disabled.

• Station Access: Eastbrook Station lacks step-free access to the Cardiff-bound platform, making it inaccessible for wheelchairs or prams.

• Safety: Proposed routes through narrow "blind corridors" create risks of anti-social behavior and pedestrian-cyclist collisions.

6. Ecological Impact

Surveys have confirmed the presence of Hazel Dormice in hedgerows contiguous with the site. Proposing development here without a Phase 2 Species-Specific Survey breaches the Conservation of Habitats and Species Regulations 2017.

7. Infrastructure Deficit

Local services are at a "tipping point":

• Healthcare: There is zero NHS dental capacity and GP wait times are already several weeks.

• Education: Dinas Powys Primary and Stanwell School are at or over capacity. I reject Section 106 "Phantom Mitigation," as money cannot create physical space in landlocked, over-capacity facilities.

Formal Request: I request the immediate removal of Site SP4.2 from the RLDP to prevent the permanent destruction of the Green Wedge and the "administrative erasure" of the village boundary.

Change suggested by respondent:

We formally request the immediate removal of Site SP4.2 from the RLDP. This land must remain a protected Green Wedge. The developer's "Vision" represents a profound logical and ecological contradiction; it claims to "enhance" a sensitive habitat only after its wholesale destruction, while proposing 'integration' through a car-centric model that ignores the physical reality of the site.

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/3f4

7023 Object

Document Element: HG1 KS2- LAND TO THE NORTH OF DINAS POWYS

Respondent: Ms Rachael Brown [3734]

Summary:

The development proposed on a "green corridor" site that is known to regularly flood, is highly inappropriate. The impact on nature, wildlife and local residents makes it obvious this is a poor choice. Furthermore, the already choked up Cardiff Road is not fit for nor designed for all extra traffic that comes with such developments. More tailbacks, more pollution, longer journey times. If this development goes ahead, sets a precedent that remaining surrounding green areas be developed which will have a huge impact on the quality and enjoyments for all Dinas Powys residents-an impact that will change this community forever. Please don't do it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/3fk

4472 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Hugh Connolly [813]

Summary:

- The management of surface water is insufficient. There are current issues on readers way that have not been fixed since it was built. And the additional strain on the system will not help this situation.
- Without viable surface water infrastructure the development will be of detriment to the residents.
- The area cannot cope with additional vehicles, there are a number of obvious pinch points on the access roads that have potential to cause accidents.
- So called active travel is not the answer. None of the recent developments have helped the people of the village.

Change suggested by respondent:

- Invest in drainage and infrastructure.
- Ensure travel arranges are in place, for example reliable bus contracts and the long promised additional train per hour.
- Reduce the size of the development.
- Look at possible road links to the north of the site.

Sound: No

Attachments: None

4495 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Simon Parker [2821]

Summary:

Rhoose already has too many houses for the infrastructure and amenities to support. Schools are already full

Road from Rhoose to Barry is already over capacity. As is Weycock Cross roundabout.

Readers Way will become the main access road for the extra 500 homes, it is already a racetrack. What will you do to slow down traffic on this road?

150 social houses are not welcome - this will lead to significant increase in people walking past our house.

Change suggested by respondent:

No more houses in Rhoose.

How about putting some in Cowbridge? When was the last time they had 150 social home built?

Sound: No

Attachments: None

4505 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Pam Spence [2822]

Summary:

Green space is disappearing and congestion on the only road to Barry and Cardiff is horrific in the morning afternoon and evening commute. WE are also seeing a college for 2000 students being built with additional staff and many many cars.

The train only runs once an hour and is packed at peak times,

The bus is not direct to Cardiff and takes over an hour and a half and is only once an hour.

Your planning is not thought through. I strongly object unless trains and busses and extra roads are built

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4540 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Geoffrey Williams [1463]

Summary:

With regards the plan for primary road access from readers way. The road is busy enough as it is but to add the possibility (not rule it out) of a continuous linked road between celtic and readers is verging on stupid. Creating a 'link road" out of the village using our street which has cars parked along it and enough traffic already is dangerous. It will destroy the safety of nearby play areas used by scouts and other groups, dog walking areas and create busy unsafe roads as well as health issues.

Change suggested by respondent:

Rule out the joining of these two roads. In fact make this a public park and not a new estate, which is needed more than the estate. But as you are already going to go ahead regardless of what the public want. Only permit the houses to be sold to or used by rhoose residents. Or reduce the costs seriously for those that apparently need it locally. That is the reason they are being built right? Only built to meet local needs?

Sound: No

Attachments: None

4542 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Emma Cane [1516]

Summary:

Readers Way is not sufficient access. Dangerous with cars parked along it.
The road network to Barry cannot cope currently with queues already back to the airport most mornings and school buses late.
Flooding: Fields flood every winter. The road outside 17 Readers Way floods every rainstorm. Development will exacerbate this and flood homes.
Sports provison: NO car parking means on-road parking making it unsafe for cars and pedestrians.
Active travel measures: not sufficient - needed all the way to Barry and Llantwit. Public transport is woefully inadequate for current population.
Facilities in Rhoose inadequate for growing population.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

4590 Comment

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4647 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Judy Boakes [2868]

Summary:

The access for 570 new builds is unacceptable. Readers Way is often congested due to parked cars on the highway, which cause problems. Most dwellings these days have 2 cars which in reality means about another 1000 cars. Rhoose school is at capacity and the other school isn't far behind. As per the norm no foresight for infrastructure and never will be, going on previously built new estates. Trying to get into Barry is a nightmare at times NOW WITHOUT THE ADDED TRAFFIC.
(College, Industrial estate, 200 odd new builds also in Rhoose, Weycock Cross, it's endless.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4677 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Tim Griffiths [2578]

Summary:

Will put too much pressure on weycock cross junction and A4226 Port rd

Change suggested by respondent:

remove from plan

Sound: No

Attachments: None

4694 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Kayleigh Whiteley [2361]

Summary:

I believe the proposed plans will inevitably be approved and houses built, despite concerns. I find the Vale Council inadequate, particularly in planning and traffic management, which is already chaotic. Our concerns as residents seem ignored, as the council appears to prioritise ticking boxes and financial gain over the impact on local residents. I consider the plans ludicrous and worry that the increasing housing will worsen traffic issues and diminish our quality of life.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/szb

4713 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Kelvin Spear [1420]

Summary:

The attached photos are a formal representation against the readers way development. They show existing flooding arising from the fields at Readers Way on the Celtic way playing fields, Llanmead gardens and the road area by the pond on Readers Way.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sg3

Email representation - photos - https://valeofglamorgan.oc2.uk/a/3pn

4772 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Alex Leonard [2934]

Summary:

The selection of this site is fundamentally flawed. It relies on a "sustainable" transport model that doesn't exist; an hourly train and bus services cannot support the 1,000 extra cars this development will generate. The road network is already at capacity, with tailbacks from Weycock Cross regularly reaching the Holiday Inn roundabout during rush hours. With the additional 2,100 daily commuters from September 2027 when the Tech College opens, this will cause total gridlock in the area. Furthermore, a decade of construction traffic will destroy residential amenity.

Change suggested by respondent:

There must be Grampian conditions to ensure drainage, grid, and GP infrastructure are legally delivered before any occupation occurs to prevent flooding which this area is prone to and service failures that have happened with previous developments.

Sound: No

Attachments: None

4820 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Hywel Owen [2887]

Summary:

I find the consultation process overly complex and difficult to access, seemingly discouraging public feedback. I oppose the proposed housing development at readers Way, with concerns over increased traffic, congestion, and safety hazards, particularly around Fonmon Road and Celtic Way and children already have to manoeuvre around vehicles. The plan prioritises housing needs over safety and infrastructure improvements, which have not kept pace with current demands. Future developments like the new college, Model farm, Aberthaw Power Station and plans for increased airline traffic into the airport will exacerbate the issue with this additional housing with capacity of infrastructure already exceeded.

A significant quantity of raw sewage is overflowing in the Fontygary area. Welsh Water have stated that the Vale Council are aware that the present sewage system is beyond capacity and that while the Council continues to approve further building works this will only further deteriorate. My main concern is the health risks associated with sewage overflow. I therefore object to any future developments in Rhoose until such time as a new sewage system is in place and has been given time to prove to work effectively. We would also request that a member of the planning department reply to us by email and answer two questions:
1. Are they ignorant of the sewage backup/ capacity problems in Rhoose?
2. If they are aware of the current sewage problem how can they recommend any further building development in the Rhoose area?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyc
Additional Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyg

4953 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Tracey Govier [3027]

Summary:

To build in this area is irresponsible. Anybody buying here would have to drive as there is no public transport for at least 1 mile. The trains and bus that is over a mile away run once an hour which is not conducive to daily life. There area cannot cope with more people and cars on the road. There are narrow lanes that are single track and cannot cope with more traffic than we already have. There is nothing in the area. The older people in this area are already cut off. Don't add to this problem.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4980 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Emma Reed [2653]

Summary:

Green field site in agricultural use other sites more appropriate. Rhoose inadequate infrastructure and will lead to increase in need to travel. Readers Way and Celtic Way inappropriate for additional traffic - no evidence provided. Pond in Readers Way has no newts due to lack of Council care. Residential numbers conflicting throughout Plan for site and should be lower density. Viability needs to be demonstrated as at 35 % affordable likely nothing left for anything else. Major flooding in area already no SUDS provided. Curtail airport activity as more houses close to boundary.

Change suggested by respondent:

Remove allocation until further work has been done to demonstrate viability, access, increased faciliities to prevent need to travel. Newts have been destroyed by Council and need to be encouraged back - this development will not do this.

Sound: No

Attachments: None

4999 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Ian Allwood [2846]

Summary:

The land is not evidenced to be suitable from a drainage perspective. There is no traffic enforcement in area and the increase of houses will make this a dangerous place. There is no number of unadopted highways in this area is concerning and is in itself a. Reason to object.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5070 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

The number of properties proposed at Readers Way has increased by 25%. Why? Rhoose is a small village community with a large number of bungalows and low density housing. The introduction of an inner city high density development with a large proportion of low cost & social housing is at odds with the existing community and will being traffic gridlock, overwhelm local services, bring an increase in anti-social behaviour and cause general worry and anxiety to the existing residents.

Change suggested by respondent:

Account should be taken of smaller communities that have taken the brunt of developments over the last few decades. High density housing swamps existing communities and removes all sense of identity. Rhoose, for example will become one huge housing estate. Smaller scale developments for smaller communities are more easily absorbed into communities. High density should be for brownfield sites or larger towns. The higher cost of developing brownfield sites should not override the impact of greenfield sites on communities and the environment.

Sound: No

Attachments: None

5076 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

How is developing high density housing estates with several hundred houses protecting the environment or countryside. The Reader Way proposal will build over one of the last green wedges here taking away habitat (foxes, slow-worms, voles, mice. hedgehogs, owls, bats etc etc), hedgerows and prime agricultural land. Local air quality will be reduced significantly affecting children and older residents. The development at Readers Way is completely at odds with the Welsh Govt;s stated environmental and climate emergency.

Change suggested by respondent:

Green wedge sites should be protected from excessive high density development where wildlife and air quality will be destroyed. Flood risk to local residents will increase due to lack of absorption from green fields together with run-off changes. Protection of the countryside should apply to all the Vale communities, not just a privileged few. Green wedges should be protected at all costs when there are only a few left.

Sound: No

Attachments: None

5078 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

The development in Rhoose fails on all of the stated aims of SSC1. Building high density housing on a green wedge, divorced from the community. It is clearly outside of and village boundary,

Change suggested by respondent:

Take account of your own policy!!!

Sound: No

Attachments: None

5080 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

This development will completely overwhelm Rhoose as a community, create traffic gridlock, create an increased flooding risk to existing properties and destroy wildlife habitats. Access via Celtic Way is only via a pinch point at the traffic lights or a single track lane from the bypass. There are over 50 properties that have to reverse from their driveways. It will become unsafe for children to access the playground. Air quality for residents will be diminished and noise increased. Flood risk insurance premiums will increase or be denied for those most at at the bottom of the development slope.

Change suggested by respondent:

This site should be denied on potential flood risk to existing properties alone. Sensible access can only be gained by constructing a roundabout and access road direct off the bypass otherwise the quality of life for existing residents will be significantly worse. There are absolutely zero benefits to the local community from this proposal. In fact everything will be worse. The large percentage of low cost & social housing will bring anti-social behaviour where little or none currently exists

Sound: No

Attachments: None

5083 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Claire Jefferies [814]

Summary:

The proposed site at Readers Way Rhoose, Readers way is already busy with traffic,this is the proposed way out from the new site, it will become a rat run for traffic as this is the main way out for commuters heading towards Barry.Construction traffic plus other site vehicles will add to noise also.The surrounding amenities such as dentist,gps is already at capacity and personally have problems getting appointments now .The infrastructure eg trains ,buses cannot accommodate anymore housing at present

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5108 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Anne Sloman [668]

Summary:

I wish to lodge my objection to many aspects of the LDP and proposed developments in the Vale of Glamorgan, in particular proposals for new housing in Rhoose.

The grounds for my objections are:

Lack of infrastructure to support these developments eg roads, drainage, sewerage

Loss of valuable green wedge

Loss of habitats and biodiversity

Traffic congestion increase

Over development within the County

Increase in pollution from queuing cars on Port Road, Pontypridd Road and 5 Mile Lane due to congestion at Weycock Cross

Change suggested by respondent:

No further new housing in Rhoose

Sound: Not specified

Attachments:

Email representation Redacted - https://valeofglamorgan.oc2.uk/a/t4j

5110 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Miss Miranda Davis [3131]

Summary:

The development of 520 properties in Readers Way, combined with existing and planned developments, will significantly impact local infrastructure. Strain is expected on highways, public transport, and essential services like healthcare and education, without sufficient upgrades or plans. Green spaces and biodiversity must be preserved, and existing facilities should be better utilised. I question why the council favours this expansion over alternative options such as developing nearby towns or expanding existing communities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3131 Davis Rhoose (5110)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/syr

5142 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Michael Morgan [3144]

Summary:

Destruction of one of the only accessible green spaces, beautiful biodiverse hedgerows full of endangered birds and other species is a travesty. This space is a haven for residents and their children and provides a legitimate natural antidepressant. The loss of open space and amalgamation of a new set of habitats bolted onto existing housing estates, especially an area with clear flooding issues is short sighted. The noise and air pollution being adjacent to the airport's runway surely has health implications for any potential residents.Noise pollution from the airport will intensify as the sound will ricochet from street to street

Change suggested by respondent:

Move the location to fields adjacent to st athan village (west of the power station) they have proper infrastructure surrounding them. It won't be a bolt on to an existing estate. This will appease residents and could potentially tap in directly to the energy concern planned at the old power station site, it would be good publicity and reputation building for the council as it could be planned as an "eco village" of sorts

Sound: No

Attachments: None

5145 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Miss Christie Leat-Bowen [3146]

Summary:

Destruction of one of the only accessible green spaces, beautiful biodiverse hedgerows full of endangered birds and other species is a travesty. This space is a haven for residents and their children and provides a legitimate natural antidepressant. The loss of open space and amalgamation of a new set of habitats bolted onto existing housing estates, especially an area with clear flooding issues is short sighted. The noise and air pollution being adjacent to the airport's runway surely has health implications for any potential residents.Noise pollution from the airport will intensify as the sound will ricochet from street to street

Change suggested by respondent:

Move it to another location not bolted onto an already existing housing estate which will increase noise and traffic and loss of wildlife

Sound: No

Attachments: None

5150 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Ceri-Anne Wilkins [3147]

Summary:

I have lived in the area for 10 years and want to object due to the congestion of traffic that this would result in. I also think environmentally this would have a huge impact on the beautiful nature we have in the area. I want my child to grow up in a area where I do not need to fear extra traffic and I want him to grow up with the green spaces we currently have as this was one of the reasons why I moved here.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5151 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Andrew Lenthall [3148]

Summary:

Rhoose struggles with traffic and congestion as it is.
Taking away green space and adding more housing is going to deeply impact the quality of life for Rhoose and it's residents

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5162 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Rachel Prescott [3150]

Summary:

I object to the proposed housing development because it does not address key concerns about infrastructure, healthcare, education, local amenities, transport, and environmental impact. The current plan underestimates traffic congestion, strains healthcare and school capacities, and lacks sufficient provision for local services and sustainable transport options. Additionally, it risks harming local wildlife and protected species. Past developments, such as Rhoose Point, have made promises on facilities and transport but failed to deliver, raising scepticism about this proposal's effectiveness and commitment to community needs.

Change suggested by respondent:

Choose another location

Sound: No

Attachments: None

5190 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Helen Ashman [3155]

Summary:

Why are you putting all the traffic through Rhoose instead of adapting existing routes to take the traffic to the bypass. Where is all the water runoff going to go. Why aren't you putting more amenities in like shops,doctors, schools etc.With the new college,more houses at Rhoose point and Weycock cross plus the ongoing plans for Model farm how is anyone supposed to get to Barry and beyond.

Change suggested by respondent:

Build a new town at Llandow like you were going to if the MOD academy was going to be opened at St Athan a few years ago.

Sound: No

Attachments: None

5198 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Steve Ashman [3161]

Summary:

Why are you bringing all the traffic through Rhoose instead of using existing roads by the Highwayman to get the traffic to the bypass. What extra amenities are you going to put in like doctors, schools shops etc.How are people supposed to get to Barry and beyond if all the traffic from Rhoose,the new college, model farm and more houses at Weycock cross are going to be using the same road. Where is all the water runoff that those fields hold going to go?

Change suggested by respondent:

Build a new town at Llandow like you were going to do when the MOD was going to build a new academy at St Athan a few years ago. Stop tagging housing estates onto existing villages which don't have the infrastructure to cope. And stop saying that Rhoose has got good transport links because it hasn't. One train and bus an hour is not good plus one road which is gridlocked as soon as any roadworks take place on Port road.

Sound: No

Attachments: None

5249 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

THE READERS WAY ALLOCATION IS UNSAFE because the site drains downhill toward existing homes, including all those to the South & West of the site. The RLDP provides no evidence that surface water flow, SuDS capacity, exceedance routes or downstream drainage have been assessed. Without this, the Council cannot show that development would not increase flood risk to properties downhill of the site. Without this evidence, the allocation is UNSOUND & HIGH RISK under TAN 15 and should be removed from the plan

Change suggested by respondent:

The Authority needs to show that overland flow routes have been assessed for properties downhill of the site prior to allocation of the site.

• To show SuDS can be delivered at a scale sufficient to prevent increased run-off.

• Downstream drainage infrastructure has capacity for additional discharge.

• Exceedance events (extreme rainfall) can be safely managed without directing water toward existing homes.

Sound: No

Attachments: None

5252 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

I note that the plan designates East as the primary access and Celtic Way as the secondary. I believe Celtic Way is unsuitable for increased traffic due to on-road parking, reversing vehicles from around 50 houses, and its status as a quiet cul-de-sac not intended for volume traffic. I am concerned that local children will have to cross a busy road to reach the playground, and residents will face heightened noise and air pollution, negatively impacting their quality of life and wellbeing.

Change suggested by respondent:

The plans should show how will the authority ensure the Secondary access vis Celtic Way is not the Primary access? and what does this mean. For example one of the shortest routes to Tesco & the Fontygary caravan park will be via this so called Secondary access. Plans currently on display, including this document are misleading. Local residents need to be provided with assurances and accurate information. What planning has been done regarding the suitability of Celtic Way itself, not just the Fontygary Road junction?

Sound: No

Attachments: None

5259 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

I am concerned about the unsafe allocation of the site, particularly the construction of large interlinked catchment basins near gardens, which pose risks to children, attract litter, vandalism, and pests (particularly rodents & midges), and could lead to loss of garden use. I also question the insurance implications of having a watercourse on our boundary, as insurers may need to be notified, potentially increasing costs or causing policies to be refused, depending on their assessment.

Change suggested by respondent:

Plan needs to show how existing residents will be protected from an increase in pests, how will the catchment basins be made safe and how will litter picking and maintenance be carried out and at what frequency eg particularly after recycling day when plastic blows everywhere, potentially blocking outlets.

Sound: No

Attachments: None

5261 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

Celtic Way is unsuitable for secondary access due to limited routes. The only options are via the Fontygary Inn traffic lights, which are a pinch point with no pavement and frequent traffic jams, and via the narrow, single-track road through Fonmon, which has reversing issues and incidents of road rage. These conditions are likely to worsen with increased housing development.

Change suggested by respondent:

Celtic Way need to be removed as even a secondary access for vehicles, other than cycles

Sound: No

Attachments: None

5264 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

The whole area will become gridlocked as the result of this and other developments, particularly at Weycock Cross. Proposed housing in Rhoose, progressing and proposed, together with St Athan, plus the college at the airport (some 2000 pupils & staff) will completely overwhelm the already congested Weycock Cross route leading to gridlock and severe delays including to public transport). The Authority are aware of this but don't care. Rhoose is already nigh on impossible to navigate at school pick up / drop off times.

Change suggested by respondent:

The Authority & Government need to GET REAL. So called active travel will NEVER work. Most households will use a car. Those in affordable housing will use older, more polluting models. Everybody takes deliveries from Amazon, Ocado etc etc. Walking & cycling is fine for a few under 50's who are able, don't have young children, aren't carrying anything or don't mind getting soaked in the rain. Public transport is completely inadequate. One bus or train an hour with inconvenient times, long walks top and from stops (again in cold/wet/hot weather?). Completely unsuitable for 99% of journeys (eg travel to restaurants, shops, sports clubs, meeting friends for coffee etc etc). Authorities cannot seriously believe that residents will abandon their friends, favourite places etc and become recluses in their homes unable to even have visits from loved ones due to gridlock.

Sound: No

Attachments: None

5266 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr James Neagle [3096]

Summary:

I object to the drainage strategy for HG1 KS3 at the Fontygary railway bridge and main road. Evidence of backflooding at Celtic Way proves that the local network is already operating above its limit.

I wish to enquire about the current balance of unspent section 106 Drainage and Infrastructure contributions allocated to the Rhoose ward.

Specifically, I'm asking how these funds, and any future funds, from site HG1 KS3 will be ring fenced to provide tangible drainage betterment for the existing residents of Readers Way and Celtic Way. In particular referring to current problems with run off from the fields onto the road in Celtic Way which leads to flooding at the traffic lights and under the railway line at the Fontygary junction, rather than merely maintaining the status quo. Money is clearly required to upgrade this drainage now, before any development takes place under the LDP.

Can you please clarify what specific Section 106 financial contributions are being secured from the Site HG1 KS3 developers to provide 'Betterment ' for the existing drainage issues on Celtic Way? As a resident I expect the LDP to solve existing infrastructure failures, not make them worse. These problems should be addressed and resolved before any LDP go ahead is given for the site.
There seems to be a lot of ambiguity about the flooding assessments by the site developers, given the amount of water runoff that already occurs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/3fv

5267 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

The proposed housing at Readers Way has increased by 25% to over 500, following concerns about the initial plan, especially given the 400 already approved at Rhoose Point. I believe this will lead to inner city level high-density development in a small rural community, unsuitable for its low-density, bungalow-heavy character. The plan includes a high proportion of social housing, which I fear could increase anti-social behaviour. I see the Authority's strategy as creating large commuter areas, neglecting the smaller Vale communities I value.

Change suggested by respondent:

Greater emphasis needs to be given to brownfield sites in larger towns with smaller communities having much smaller, more proportional development with less community impact. This would have to include smaller Vale villages who currently seem to be in a privileged position where no development is allowed. Why? I fear the Authority is looking at the cheapest form of development to attract developers who will provide cash in terms or planning gain. This instead of available brownfield sites which may ne less attractive to developers on cost grounds. Example, Barry docklands and unused railway land. Llandow airfield, Tredogan abandoned village and surrounding land.

Sound: No

Attachments: None

5271 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

For an Authority and Government who champion the Environment and wildlife how is covering fields with housing the way forward? The Readers Way site is one of the few remaining local designated green wedges and this will disappear along with hedgerows, crop growing etc. Diverse wildlife habitats will be destroyed, including foxes, badgers, slow worms, voles, field mice, hedgehogs bats etc plus associated birds of prey including owls, hawks etc and insects. This will be a catastrophe for wildlife and the wellbeing of existing residents who enjoy walking in quiet country lanes and across public trails.

Change suggested by respondent:

There is absolutely zero benefit to these proposals or any positivity to local wildlife and residents. We acknowledge the need for more housing but destroying existing communities and nature is completely the wrong way to achieve this goal. All sense of community will be removed and if you happen to live in one of these new estates, frankly you could be living anywhere as they all look the same,

Sound: No

Attachments: None

5284 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Cara wilson [2070]

Summary:

There is not appropriate infrastructure to support these additional houses. Readers way floods regularly already as do the fields behind, the drains cant cope with the current demand let alone hundreds more houses. It will affect natural biodiversity removing this green space. This along with one road into Barry and rural Vale that's gridlocked already at rush hour that cant cope with the current demand. Lack of spaces in schools, doctors, dentists. Its a ridiculous idea to build here!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5296 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Ken Timmins [1489]

Summary:

My comments/objections relate to the Readers Way. However, they are true for other areas where farmed land is being taken for new housing as Rhoose, where considerable new housing has already been built. There are few local jobs or amenities. Very poor public transport means increased traffic jams on already busy, single carriageway link roads. Estimated car ownership for Readers way 700 to 800 new vehicles. The LDP seems quite different from the objectives of the VOG "Green Infrastructure Strategy" document. Having rural pictures and putting the word "Green" in every sentence does not make it a Green Plan.

Change suggested by respondent:

There are many areas in the Vale that would be more suitable for new housing. Areas of land previously used for industry. These areas are where there is a need for low cost housing and the infrastructure already exists. Building over the land between semi-rural areas pushes people away from low emission travel needs and increases climate change. Repurposing existing buildings as low cost dwellings. Helping developers to achieve this rather than just destroy land and upset communities. More actual consultation with views and needs of existing residents rather than just showing them what you are going to do.

Sound: No

Attachments: None

5298 Comment

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Ken Timmins [1489]

Summary:

I support the Welsh Governments stance on the Climate Emergency. The problem is increasing. The LDP seem to be going in the opposite direction. i.e. The readers Way Development will be destroying Farmed Fields producing our own wheat and valuable animal food. It also provides a home for a vast range of wildlife including bird, bats, rodents, hedgehogs and many other species. Rhoose is also on a migratory bird route and this green area. 520 new houses with up to 800 vehicles is the opposite to reducing damage to the climate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5404 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Emma Reed [2653]

Summary:

Development at Readers Way will likely be affected from flooding and airport noise already occurring in the Rhoose area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5414 Comment

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Miss Lisa Dutton [3248]

Summary:

Current arrangement for a culvert to take excess run off of field water held with pipes running through properties on Matthew Road, agreement was granted by residents only for run off from fields not a housing development, we would anticipate being consulted about the anticipated changes this.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5424 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Susan Evans [712]

Summary:

Regular flooding on adjoining roadways make the access unsuitable. Additional hard landscaping will make this worse, flooding housing.
Use of agricultural land which creates food should not be permitted, and this area is currently green wedge which should be protected at all costs.
Very limited public transport access so development should not be permitted.
Disturbance to SSSI and protected species.
Highways already overloaded and proposals for improvement, based on outdated traffic information, will not address the current gridlock as soon as any incident happens on Port Road, any development will severely aversely affect existing residents of the western Vale.

Change suggested by respondent:

Keep this area as green wedge.

Sound: No

Attachments: None

5475 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Ken Timmins [1489]

Summary:

There are already many new houses in Rhoose. The population has increased dramatically in the last decade with no new facilities.
Transport links remain very poor, unreliable and sparce, both rail and road. Bike tracks not used.
The plan pushes Rhoose from semi-rural village to suburb of Barry.
The land is unsuitable having poor drainage, probably difficult to build on.
The proposed commercial and community provision will take business from existing businesses in the village.
The plan is the opposite to the sustainable and Green objective. It will create pollution and contribute to climate emergency

Change suggested by respondent:

These farmed fields are totally unsuitable for further housing development in Rhoose. This area should remain a green space where, in additional to being farmed for food, it provides a natural habitat for a wide range of animals, birds and insects. Even if the ancient trees/hedgerows remain, it is unlikely that the wildlife will stay. This area is on a know migratory route for birdlife. The land provides much needed soak-away as we face record breaking rainfall due to the ongoing Climate Crisis. The proposed pools of standing water risk breeding pests as temperatures increase, A development here would dramatically increase local pollution with increased vehicle use being the preferred transport. Existing local businesses will suffer. This quite, happy, friendly local community will be destroyed as it becomes just another suburb.

Sound: No

Attachments: None

5485 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Deborah Selley [652]

Summary:

No more houses unless you improve the infrastructure. The roads can't cope with more traffic, there aren't sufficient GP Surgeries or schools and proper affordable sustainable transport is non existent, one train an hour is pathetic.
Fonmon Road, past the pond out onto the bypass is too narrow and will not cope.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5490 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Frank Haschka [3203]

Summary:

The scale of this project is fundamentally unsustainable.

The area suffers from well-documented significant drainage problems. Replacing permeable greenfield with predominant hard-ground will exacerbate existing surface-water run-off/flood-risks.

Proposed access road: Wholly inadequate/dangerous; unable to safely support construction traffic or increase in domestic traffic. Will create lasting safety hazards/regular gridlock.

Rhoose already endures significant expansion without proportional increase in essential services; every promise broken. Extra 500+ units will be catastrophic.

This development signals the death of local tranquillity, contradicts environmental goals; destroying vital green buffers and SINC. Irreparable harm to biodiversity and resident well-being.

Please protect the integrity of our community.

Change suggested by respondent:

If it must happen, then all works to mitigate poor drainage, run-off, and flooding of existing neighbourhood must be carried out before dwellings construction begins. Alternative site access must be found and implemented prior to any works commencing. Local and wider infrastructure and amenities must be assured and legally bound before commencement of any groundworks. However...

The need for housing is understood and recognised, but this is not the right place for such a huge development. It should simply not go ahead; changing the very nature of this village and the community within the immediate vicinity of the proposed site would be devastating, and its effects on the wider area – especially along with other developments and new commercial ventures at the airport - can only be debilitating. Any remaining confidence in the local authority will be lost if this goes ahead.

Sound: No

Attachments: None

5493 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Glyn Lewis [1600]

Summary:

1. Surface water drainage is the biggest issue regarding this site's viability. The supporting information for this and the number of houses it could support is poor, has not been proved to be viable and the critical outfalls have not been proved as sufficient. It is inconceivable how this site could be put forward on this basis? Details included.
2. Celtic Way is not suitable as an access point for so many new houses and has parking issues
3. Historically developer payments to improve infrastructure rarely come close to cover the actual additional costs to schools, doctors etc. This resulting in under supported overstretched schools and doctors. There is a high cost for additional school spaces that developers will need to cover.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5580 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr James Neagle [3096]

Summary:

I object to including Site SP4 KS3 in the Deposit RLDP due to technical unsoundness and deliverability issues. The drainage strategy lacks comprehensive winter groundwater monitoring, especially with the proposed increase to 520 homes, risking groundwater contamination. The developer has not applied the mandatory Factor of Safety of 10.0 for infiltration rates, nor addressed cumulative impacts on nearby flood-prone areas. Past failures at Rhoose Point highlight the need for enforceable flood mitigation measures and proper maintenance responsibilities. The site's current "Amber" status should be elevated to red until further evidence confirms its safety.

Change suggested by respondent:

Unless a new road from the Readers Way development towards the port road and Nursten that links directly to the the B4265 Rhoose bypass avoiding Fonmon. This development puts too many tourists and Rhoose pedestrians at risk.

Sound: No

Attachments: None

5587 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Hilary Neagle [3095]

Summary:

I strongly object to the increased housing in the revised plan due to safety and capacity concerns. The site fails to meet Active Travel and Pedestrian Safety standards, with outdated traffic data and physical bottlenecks that increase vehicle-pedestrian conflicts. The Transport Assessment does not account for seasonal peak traffic from the Leisure Park and local pub, risking junction overloads. Traffic rerouting through Fonmon's narrow, winding lanes will significantly increase pedestrian-traffic danger and conflict, and the cumulative impact of nearby developments is unaddressed. Increasing density to 520 homes makes minor roads now unsafe and overcapacity and acts as a tipping point. The plan is unsound without proper infrastructure conditions, as current arrangements cannot safely accommodate the proposed increase.

Change suggested by respondent:

Number of houses must not be increased; local and tourist pedestrian safety and active travel must be properly addressed; accept that the built contraints at Fontygary traffic lights/junction cannot be mitigated by traffic light timings and that a new access road from B4265 is essential.

Sound: No

Attachments: None

5619 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Dr Rhiannon Yapp [3314]

Summary:

The infrastructure is not able to support an additional 520 households. With potentially 2 cars per household, increased traffic will make the village more isolated and cut off as traffic queues will increase. There is not a full time surgery in the village nor supermarket and there are not enough facilities to sustainably support more households. Public transport is scarce and no large retail units within walking distance. There is also no secondary school within walking distance and houses in the area will devalue with increased supply. I would support it only with major investment in infrastructure in Rhoose.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5634 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Karine Dubois-Jones [3322]

Summary:

Too many houses have already been built in Rhoose in the last few years. The worst outcome has been the terrible increased traffic between Rhoose and Barry.
Apart from a primary school, there has been no other amenities created.
There is a flooding risk as it is near Readers Way. This will make the flood more severe.
There is already too much on the medical infrastructure- ie dental and medical .
There would be too much traffic. It is already horrendous as it is on Port Road West. A 15mn to Barry now takes an hour!

Change suggested by respondent:

We would need a real increase in train services from one hour to at least every half hour. There is far too much pressure on the transport system.
A better road system needs to be created between the airport and Barry, especially with the new College being built and the other house proposal by Weycock Cross. The traffic is absolutely horrendous at rush hour!
We need more more amenities, proper local shops and cafes, not another aldi or discount shops!

Sound: No

Attachments: None

5651 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr David Entwistle [3264]

Summary:

The site is well situated in terms of limiting environmental impact but falls short in terms of access to retail and public transport. Choose is poorly served by trains and buses. With the present public transport network this location will encourage private vehicle use and lead to further traffic congestion in Rhode itself and towards the main centre of Barry on Port Road and especially at the weycock cross junction.

Change suggested by respondent:

Considerable roading improvements and increased provision of public transport need to be in place before this site is considered for the LDP.

Sound: No

Attachments: None

5684 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Councillor Samantha Campbell [1002]

Summary:

This proposed development, will be built at the back of an already busy housing estate, that is not serviced by public transportation. The roads leading to this 'new estate' are already heavily laden with cars as parking is exhausted. These road flood due to run off from the fields that you wish to build on, therefore taking away the little ground saturation provided currently. You cannot add further congestion onto the road when there is insufficient public transport. Weycock Cross is overcrowded and cannot sustain any further cars.

Change suggested by respondent:

Remove this development from the plan.

Sound: No

Attachments: None

5771 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr James Neagle [3096]

Summary:

I object to the proposed development at LDP Readers Way site SP4 KS3 due to its impact on local traffic infrastructure. The Fontygary junction already manages high traffic volumes and cannot support additional vehicle movements from 450 new homes, let alone 520. The northern exit is a narrow, single-lane route lacking pedestrian infrastructure, posing safety risks and potential gridlock as cars stack up and share the lane with pedestrians and cyclists. The rural road beyond is unsuitable for increased traffic, especially for walkers and cyclists. Without a detailed mitigation plan, I believe this development is unsafe and unsustainable.

Change suggested by respondent:

Incorporate a 12 month traffic monitoring of the Fontygary junction through Fonmon hamlet to the B4265 into the plan. A new bypass road from the development northwards directly to the B4265, bypassing Fonmon hamlet.

Sound: No

Attachments: None

5912 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Helen Lynch [3419]

Summary:

Our house backs directly onto the proposed field for development. We have serious concerns on the flood plans for this land. Readers way already suffers with floods on wet weather. This became extremely dangerous during the frost and ice. The flood defence plans is proposed to run along our back fence and we have serious worries of our property suffering from potential flooding. My parents live in Lon Cefn Mably Rhoose and when this estate was built our garden was constantly flooding. The drainage is not. Sufficient. The roads out of Rhoose cannot deal with existing traffic, without extra houses.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5919 Support

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: PMG Development Ltd [3426]

Agent: Ms Philippa Cole

Summary:

The allocation of Readers Way is supported by the promoter and the site owners. The change to the indicative plan more accurately reflects the Masterplan submitted by the site promoters - reflecting the intention that Readers Way would provide the principal access and that Celtic Way would only be used as a secondary access. There will be no through route on the site that could be utilised to by-pass Fontygary Road.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5974 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr & Mrs Malcolm Butchart [3445]

Petition: 2 petitioners

Summary:

I believe the proposed developments, including Llanmead and others, will overload Rhoose's infrastructure and worsen traffic congestion, especially on key routes like Port Road and the A4226. There is concern about increased traffic from the Llanmead access point, which may become a regular exit, further impacting safety and congestion. Additionally, local services such as schools, healthcare, and sewage systems are already strained, with inadequate capacity to support an additional 550 residents. These issues highlight the area's inability to cope with further development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

M Butchart - Redacted Representation Letter - https://valeofglamorgan.oc2.uk/a/tvf

5993 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Councillor Samantha Campbell [1002]

Summary:

This proposed development has no sufficient drainage structure suitable for the area, given the already increased flooding known on Readers Way and Celtic Way. The housing proposed would have a massive impact on the already failing infrastructure in Rhoose without extract provisions provided within in proposal.

Change suggested by respondent:

Removal from the RLDP.

Sound: No

Attachments: None

6022 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Jacky Williams [3343]

Summary:

The present black waste and surface drainage infrastructure is insufficient to deal with current demand in the village. Climate change will only increase rainfall and place extra strain on already stretched facilities.
Additional hard landscaping with housing, roads and pavements will exacerbate an already untenable situation, increasing flooding at Readers Way, along Port Road towards Fonmon and affect areas south of the proposed development.
Recent rain caused flooding under the railway bridge at Fontygary (not unusual) and I understand that it included a release of sewage onto the road.

Change suggested by respondent:

Additional housing will require drastic improvement in ground water and sewage disposal provision. The housing should not be approved until the improvements are in place.

Sound: No

Attachments: None

6051 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Gill Sims-Williams [654]

Summary:

HG1 KS3 - Access to this enormous estate on Readers Way is ridiculously inadequate. Accident waiting to happen. Flooding is problematic already, this will get much worse when all these new dwellings are built. Who is ultimately responsible and who will be accountable for future flooding when VOG already knows the worries here?

I object strongly to all the new housing planned for Readers Way Rhoose.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rc

6096 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Miss Julia Thompson [2631]

Summary:

This will further impact traffic congestion at the weycock roundabout site

Change suggested by respondent:

N/A

Sound: No

Attachments: None

6144 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Martin Rauch [3482]

Summary:

I object to the Rhoose, Readers Way housing development because the population already exceeds the capacity of local services such as primary schools, with no comprehensive school available. Healthcare access is worsening, and road infrastructure is inadequate, risking accidents and traffic chaos. Flooding issues persist, worsened by additional run-off from new developments. I believe brownfield sites like RAF St. Athan or Llandow industrial estate should be used instead of destroying arable land. Approving this development would make me feel ignored and let down by my local council.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6149 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Laura Rauch [3481]

Summary:

Lack of facilities eg no leisure center, senior school, poor public transport links and availabliity, no full time doctor etc
Already Bad drainage issues will be made worse
Greenfield site used instead of existing brownfield
Poor road access, congested roads. Readers way on road parking issues. Poor roundabouts, narrow roads of roundabouts
Disruption to existing residents with increased traffic/work Lorrie's noise, dust

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6197 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Councillor Samantha Campbell [1002]

Summary:

I am concerned that the traffic management plan claims that the junctions operate within capacity and that the development will not cause significant highway impacts. I believe this is inaccurate given current traffic levels on rural Vale roads. The plan does not consider other potential RLDP developments or provide a thorough traffic report. I am frustrated by these unsubstantiated statements and the lack of proper assessment of cumulative traffic impacts from existing and future developments.

Change suggested by respondent:

Create a realistic traffic plan that is not built on misinformation.

Sound: No

Attachments: None

6262 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Councillor Gillian Bruce [1018]

Summary:

I object to the development due to its significant impact on residents of Readers Way, Celtic Way, and Fontygary Road, with over 500 new houses increasing traffic and stressing limited infrastructure. Sewage capacity is already exceeded, flooding beaches. The site is vital for protected wildlife and habitats. Local amenities, including a small Tesco, health services, and schools, are at capacity or inaccessible, especially for vulnerable groups. Building on Green Wedge is generally restricted to preserve rural character. Public transport options are limited with one bus and one train per hour, making sustainable travel difficult.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3wm

6263 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Councillor William Hennessy [1031]

Summary:

I disagree with the candidate site because it is poorly located, ignoring increased traffic, drainage, sewage, and infrastructure issues such as healthcare and active travel. Local residents' opinions and traffic flow through Rhoose and Port Road are overlooked, especially considering the new college and potential disruptions. Active travel plans are unrealistic, as walking to the train station in 15 minutes is impractical for the elderly or disabled, and bus services are limited. Additionally, local schools such as Rhoose Primary and Cowbridge secondary are at capacity, so where will all the new pupils go?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3fr

6269 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr James Neagle [3096]

Summary:

I oppose the proposed housing increase due to safety and infrastructure concerns. The plan neglects updated traffic data, risking pedestrian safety at bottlenecks and unpavemented areas, especially with increased vehicle movements. The Transport Assessment overlooks seasonal peaks from the leisure park and pub and should be done with the real peaks instead of neutral monthly averages. It also fails to consider the impact of rat-running through Fonmon, where narrow, winding roads cannot safely handle more traffic and does not consider the impact of other key sites. Overall, the plan is unsound, as necessary infrastructure improvements are unplanned and unfunded.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3wn

6288 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Steve Ashman [3161]

Summary:

I went to the consultation meeting in Rhoose. My questions are why is an access road being built to the bypass instead of sending the traffic through the village. Also no amenities are being provided as what happened with Rhoose point.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/twh

6295 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

Clarity on plans showing proposed access is needed.
Any access via Celtic Way is unsuitable and would damage local amenity. The road is too narrow, heavily parked, and used by residents reversing from driveways, making it unsafe for increased traffic. Extra vehicles would raise noise and pollution, force children to cross a busier road, and undermine the quiet cul-de-sac character.
The only two access options are already problematic. The Fontygary Inn lights form a pinch point that has a width for one vehicle at a time, with no pavement and frequent traffic queues, and the narrow single-track road through Fonmon often forces vehicles to reverse, leading to regular conflicts.
A separate access from the bypass should be considered. A new roundabout at the Fonmon junction with a link through the solar farm site would improve a dangerous junction and would cause minimal additional environmental impact, since access for the solar farm is needed anyway. This would allow Readers Way and Celtic Way to be limited to walking and cycling only.
Photo FRT1 shows queues stretching past Tesco Express, with one car trying to turn around.
Photo FRT2 shows that two light changes later the queue still hasn't moved.
Photos FRT3 and FRT4 show the queue partly clearing but still blocked by a delivery lorry at the single-vehicle pinch point, with a school bus adding to delays and traffic backing across the Celtic Way entrance.
These demonstrate the unsuitability of introducing more cars onto Celtic Way that affect large parts of Rhoose.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tft
Email Representation with supporting photographs - https://valeofglamorgan.oc2.uk/a/tf4

6301 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Shayne Wilford [2132]

Summary:

The allocation at Readers Way (HG1 KS3) poses an unassessed and unacceptable flood risk to existing homes downhill of the site. The RLDP provides no evidence on surface-water flow, SuDS capacity, exceedance routes, or downstream drainage, meaning the Council cannot show compliance with TAN15 or guarantee that flood risk will not increase. The site's higher elevation, frequent run-off, and history of local flooding, supported by photographs, demonstrate existing vulnerability that the plan does not address.

Proposed catchment basins along the south-western boundary also create serious insurance implications for current residents, including higher premiums, excesses, reduced insurer availability, and risks to future insurability and property value. Maintenance, liability, and drainage-design questions remain unanswered.

As the allocation is unevidenced, high-risk, and premature, it should be removed from the RLDP until the Council can provide strategic proof that flood risk can be fully mitigated and that downstream properties will not be exposed to greater hazard.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email - Redacted - https://valeofglamorgan.oc2.uk/a/tfk

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tfn

Representation - additional pages - redacted - https://valeofglamorgan.oc2.uk/a/tfp

6424 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mr Malcolm Butchart [3385]

Summary:

In addition to the Llanmead propose development, with 350/400 houses there are further developments planned for Rhoose Point, Weycock Cross, St Athan & Llantwit Major. In addition, there are other developments such as Barry College near Cardiff Airport & a potential further development at Model Farm.
The amount of development is far in excess what this area can cope with for the following reasons:
Traffic Congestion
What consideration have been made to improve access to Rhoose/Cardiff Airport/St Athan/Llantwit Major? I was advised at the consultative meeting at Celtic Way community centre that adjustment may be made to Weycock Cross Roundabout? Whatever adjustments are made the increased traffic will still end up on Port Road, Porthkerry Road & the A4226. Not only this but I believe the traffic congestion would deter people using the Airport. You only have to have one breakdown or roadworks on Port Road to see the congestion that builds up from Weycock Cross back to the Hotel International on occasions & this can only become worse with further potential development
Traffic in Rhoose at current pinch points, is at a maximum with lack of parking at village shops, Schools, Doctors, Dentist & Chemist where would another potential 350 to 550 cars be accommodated from the Llanmead development alone?
At the consultative meeting above, I was advised the access to the Llammead development via Celtic Way was at present designed to be and emergency entrance/exit. It is quite probable that this entrance/exit will be turned into a regular entrance/exit meaning, potentially, a further 220+ cars travelling up a built-up area. What road safety adjustment to this road would be made if this entrance/exit become a reality?
Overall, the village cannot cope with the additional traffic as well as Port Road, not even considering the other planned developments.
Infrastructure
The Village has seen many developments over the years with the Hollies, Celtic Way, Rhoose Point & Golwg Mor, there has been little improvement of the infrastructure, with the potential 550+ additional people requiring, Schooling, Dentist & Doctor. The infrastructure is already under severe pressures as well as changes being made to these services currently underway by local Welsh Government. It is impractical to put more pressure on already under resourced service with an additional 550+ people.
I would enquire what investigations have been carried out with regards to the sewage capability within the village. I believe that when there are certain weather conditions the capacity of the sewage system in the village can overflow with raw sewage being evident under the bridge, on the entrance to the Fontygary Leisure Park. If this situation exists at present, then it certainly cannot cope with a further 350/400 households wastage. It may well be that the sewage system cannot be improved & as such would indicate how impractical it would be to propose further developments in Rhoose & a reminder of the Health & Safety risk to this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3fn

6498 Object

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Mrs Eve Owen [3609]

Summary:

A significant quantity of raw sewage is overflowing in the Fontygary area. Welsh Water have stated that the Vale Council are aware that the present sewage system is beyond capacity and that while the Council continues to approve further building works this will only further deteriorate. My main concern is the health risks associated with sewage overflow. I therefore object to any future developments in Rhoose until such time as a new sewage system is in place and has been given time to prove to work effectively. We would also request that a member of the planning department reply to us by email and answer two questions:

1. Are they ignorant of the sewage backup/ capacity problems in Rhoose?
2. If they are aware of the current sewage problem how can they recommend any further building development in the Rhoose area?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tyx

6656 Comment

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS3 – Land at Readers Way

Protected Species – GCN are known to be present on this site (Readers Way Pond). The current masterplan indicates that the pond will be surrounded by built development and therefore built upon much of the terrestrial habitat which supports this pond. It is essential that the masterplan provides a wide corridor from this pond to the wider countryside, other than via the closely managed grassland at Cardiff Airport. Any masterplan should make provision for this and any loss of habitat should be compensated for.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6974 Comment

Document Element: HG1 KS3 - LAND AT READERS WAY RHOOSE

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required. A 9" diameter watermain crosses the site.
Wastewater - A hydraulic modelling assessment (HMA) will be required. A 150mm diameter foul sewer crosses the site.
Wastewater Treatment Works - Cog Moors WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4471 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Helena Cook [2801]

Summary:

Both the proposed developments in St Athan would significantly increase the population by approximately 75%, severely impacting community infrastructure, healthcare, and education facilities, which are not currently equipped for such growth. The access routes are unsafe and unfeasible. The development conflicts with policies SP13, SSC1 and PGD2, ensuring infrastructure is not compromised and would transform the village into a town. Expansion of facilities, including schools and healthcare, is not addressed, and the current rural character and settlement boundaries would be compromised by such large-scale development, deemed inappropriate for the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4497 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Simon Parker [2821]

Summary:

Existing road from St Athan/Rhoose to Barry is ALREADY over capacity.

Change suggested by respondent:

Upgrade the road FIRST before any new houses are built.

Sound: No

Attachments: None

4510 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs H Evans [2823]

Summary:

I would echo the exiting concerns regarding placement of the retail unit on the site, coupled with the access issues for an articulated lorry and the extra traffic that will arise. I am somewhat reassured regarding the planned widening of Gilston Road and the new cross roads by the cenotaph. I would also note the concerns regarding necessary infrastructure growth for car parking for additional visitors for the retail, doctors and public transport.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4512 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Gareth Evans [2824]

Summary:

I share concerns about increased traffic in the village due to the new retail unit, especially on Gileston Road, which is narrow and already has resident parking. I am worried about off-road parking levels and additional traffic from the centre. While I welcome the plan to widen Gileston Road, I am concerned about environmental impacts from hedge loss. I agree that replacing traffic lights with a roundabout near the war memorial could improve traffic flow and am also concerned about the effects on local infrastructure, including health services, public transport, and emergency services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4525 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Bernard Drew [2796]

Summary:

Access to this site is shown as Gileston Rd. We think that all access should be off a roundabout on B4265. Gileston rd is often blocked at peak times buy being difficult to turn right or cross this junction. Please move war memorial and put a roundabout on junction. Gilstone rd to north by junction of Glyndwr is a bottle neck as narrowed to single lane by parked vehicles, which will also become a problem as traffic increases.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4591 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4651 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr K Cooper [2877]

Summary:

I am writing to object about the Church Farm development. We have a big problem pulling out of Glyndws Avenue onto Gileston road without all the extra traffic that will also come onto Gileston Road with the proposal. It will also make the monument junction even more dangerous than it already is.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swp

4654 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Colin Morgan [2879]

Summary:

I am writing to protest at the building of houses and especially the proposed supermarket in St Athan. I feel that the village is big enough as it is and does not have the facilities for the extra people that you want to live here. Where you propose to put the supermarket is in a dangerous place, the access especially would make it a danger to children who access the primary school, for the people living on Gileston road. In order to have the extra houses and people you would need to extend the school to accommodate the extra children, need more doctor's surgeries, communities hub etc. Putting a supermarket in the proposed site is not acceptable. We already have a supermarket here (Co-Op) and a local shop (Londis). Building on green land is also not acceptable. There is plenty of empty space at Picketson area that could be used and the homes between Eglwys Brewis, Picketson, west camp and church meadow would benefit more than putting new property in the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swq

4658 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: J.A. Woodin [2136]

Summary:

I do not think it is a good idea to put the Church Farm development entrance onto Gileston Road as the traffic will be very busy and cause more accidents at the Monument and I can't see why the entrance can't be down by the petrol/ station.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sfr

4659 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr J Pope [2881]

Summary:

The Planned access point for the development is deeply concerning as it will create ongoing disruption For both existing residents and future occupants of the estate. Please consider putting the entrance by the Four cross petrol Station.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sfs

4686 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Colin Simmonds [2797]

Summary:

St Athan can't cope with it's present population so with the proposed additions this struggling village will get no more than over crowded roads etc to enter and exit. St Athan are all ready James up during peak period

Change suggested by respondent:

Planned development church farm needs to have exits and entry points kept outside of the St Athan this junction is dangerous enough without putting more cars into the equation

Sound: No

Attachments: None

4687 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Colin Simmonds [2797]

Summary:

Referring to point 2 of PGD1, the houses will increase traffic in St ATHAN by a minimum of 1000 vehicles, leaving and entering every peak period how will this promote heath cars will be backed up at all junctions try to exit St Athan these cars will also be causing chaos outside an already scene of of chaos every day when dropping and collecting school kids already blocks up roads

Change suggested by respondent:

There is only one change
Plans should include new school !

Sound: No

Attachments: None

4689 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms B Coward [2888]

Summary:

I oppose the proposed estate entrance at Church Farm, citing concerns about increased traffic, congestion, and safety issues on Gileston Road, which already has accidents and excessive vehicle speeds. I believe the new development would cause noise pollution, parking problems, and strain existing infrastructure, including healthcare, transport services and small businesses. The introduction of a large retail outlet on this site will not resolve infrastructure shortcoming and will likely harm local businesses by diverting trade away from the village centre. Is there a need for the volume of houses proposed? I suggest relocating the entrance further along the B road for better visibility and safety. The community has expressed strong opposition through meetings and a petition, and I emphasise that the current plan would harm the village's character and safety.

Change suggested by respondent:

Reconsider the proposed entrance location

Sound: No

Attachments: None

4698 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Councillor Stephen Haines [1029]

Summary:

I support the principle of well-planned, sustainable development where it is genuinely infrastructure-led and reflects the needs and character of the existing community, but have significant concerns. These include the need to reconsider housing density and layout to preserve local character, address traffic and site access issues especially on Gileston Road, and promote small-scale, community-focused retail rather than large outlets. Safe access to St Athan Primary School must be integrated into the masterplan, with clear infrastructure support. I urge the developers to engage with the community, ensuring the development aligns with infrastructure needs and mitigates impacts before submitting any planning application.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sgs

4699 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Francis Camilleri [2892]

Summary:

I note that existing hedgerows should be protected and properly spaced from gardens, maintaining their role in the landscape and rural character. I emphasise the importance of using materials that reflect St Athan's traditional stone and render, especially at the village entrance and visible edges. The retail area should be on the B4625 with a well-designed frontage to enhance the village's appearance. Vehicle access should also be from the B4625 only, aligning with local development standards. These suggestions aim to preserve the village's character and landscape as outlined in the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/shw

4700 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms Maxine Levett [698]

Summary:

I oppose the development at Land at Church Farm, St Athan, citing conflicts with national and local policies. The site is rural with infrastructure already strained in education, healthcare, transport, utilities, broadband infrastructure and community services. Footways or safe pedestrian routes are limited. The proposal risks increasing congestion, flooding, and environmental harm, particularly to protected species and green infrastructure. It would urbanise the countryside, erode the rural character, and impact local amenity, safety, and biodiversity. Poor integration with existing design and settlement pattern. Retail unit is disproportionate and harmful to amenity and safety. Dangerous access to B4265 and Gileston Road. I call for a reassessment, including improved access, flood risk assessment, biodiversity strategy, and revised retail plans.

Change suggested by respondent:

I request re-assessment of the site, redesigned access, full FCA/SuDS, biodiversity strategy, and revised retail proposals.

Sound: Not specified

Attachments:

Letter Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sfv

4703 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms Maxine Levett [698]

Summary:

I raise concerns about the wastewater infrastructure in the Vale of Glamorgan, noting that over 50 sewage treatment plants may be unlawfully operating, with untreated sewage being released. West Aberthaw WWTW has a significant recent history of spills. If wastewater systems are already non-compliant or over capacity, allocating further housing becomes undeliverable and environmentally unsafe. I believe this compromises environmental compliance and infrastructure capacity, making the RLDP 2021–2036 unsound unless changes are made. I recommend commissioning an independent review, integrating findings into the plan, and requiring proof of wastewater capacity before approving new development. Until these issues are addressed, the proposed housing growth is unjustified and unfeasible.

Change suggested by respondent:

To make the plan sound, the Council must:
(1) commission an independent wastewater compliance review,
(2) integrate findings into the RLDP evidence base,
(3) add a policy requiring demonstrated wastewater capacity before permitting development, and
(4) assess environmental risks tied to unlawful sewage discharges.

The plan should not progress without independent review, evidence-based adjustments to allocations, and strong policy safeguards linking development to legal and environmental wastewater capacity.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/sfc

4704 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Francis Camilleri [2892]

Summary:

I object to the proposed retail development on Gileston Road, citing concerns over scale, traffic, and safety. While I am not opposed to new housing, development should strengthen St Athan, not change it beyond recognition. I believe a large retail site/supermarket, is unsuitable for this residential street. Gileston Road is not a strategic road. It already carries significant through-traffic, particularly during busy periods, and is not an appropriate location for a major retail use. Why place a traffic-generating commercial use in the centre of the village, rather than on the main road where access could be safer and more direct? I suggest relocating retail provision to the main road near the Esso garage to improve safety and access. I also emphasise the importance of preserving the village's character, architecture, and community identity, urging developers to respect local context and prioritise safety over commercial convenience.

Change suggested by respondent:

1. Recognise that existing convenience provision already serves the village and that a supermarket-scale retail unit is not needed here.
2. Remove the retail provision from its current proposed location on Gileston Road and relocate any wider retail use to the main road towards the Esso garage.
3. Place traffic safety and child safety ahead of commercial convenience.
4. Commit to stronger architectural controls so the development respects Gileston Road's established form, scale and appearance.
5. Ensure St Athan does not become a retail traffic destination for the wider county.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/shk

4705 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Roger Cooper [2893]

Summary:

I am writing about my concerns about the Church Farm Development St Athan. The entrance for the development is going to be very dangerous for people who are trying to pull out of Glyndwr Avenue. It is very difficult now without all the extra traffic the new development would cause. The bottom of the field is one of the only places the Yellowhammer can be seen. Also not enough Drs, School places, job and rubbish bus services.
less

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sft

4708 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Robert Willmot [2304]

Summary:

I oppose the proposed Church Farm development, which will add 232 homes despite local opposition and plans for over 1000 houses. I am concerned about increased traffic, especially on Gileston Road, where parking reduces road capacity and endangers safety. I believe the site should have an entrance at the Monument end, offering an opportunity to improve the dangerous junction with the B4265. I also worry that the Local Development Plan overlooks local schooling, medical needs, and employment opportunities, as the increased population will likely rely on commuting without adequate transport infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sww

4709 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Samatha Hayes [2895]

Summary:

I am writing to categorically object to the building of 500+houses and a supermarket in our village. We were never told that a supermarket was planned for our village. This should be built on brownfield area's not Greenfields. The houses could be built by the camp not ruining our village. The proposed entrances straights into our village is disrespectful to everyone who lives here, there is no care whatsoever for the people who live here. Please explain why you are intent on ruining our green spaces and our village?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sd

4710 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr MSJ Ellis [2896]

Summary:

I express disappointment in the Vale of Glam Council and Councillors regarding the way in which St Athan residents are expected to sit back and take what is being decided for us. I believe the pressure from multiple building sites will lead to flooding, inadequate road capacity (Gileston Road will not cope), increased traffic due to limited public transport, and wildlife disturbance. St Athan's facilities are insufficient, and I argue that council funds should be allocated to improve local infrastructure rather than allowing developments that increase pressure on residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sf5

4714 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Julie Morgan [1890]

Summary:

I am writing to protest about the supermarket you are proposing to build in St Athan.

1. It is too near to the primary School
2. It will make accessing the School for the Children dangerous from all the extra traffic
3. The people living on Gileston road will also be in danger from the extra traffic and will find it difficult to access their properties.
4. The access for the estate which will also make the area congested.
5. We already have a supermarket and local shop. The addition of the extra houses will also make the traffic on Gileston road congested. There is plenty of open space at Picketson area that could be utilised for housing and industry so as not to build up and congest the village further.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swc

4718 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Bernard Drew [2796]

Summary:

My objection is with the vehicular access (particularly construction vehicles) to and from phase one onto Gileston Rd, and the effects and congestion it would cause to the village. Please consider incorporating the roundabout access to B4265 shown in phase two into phase one and making this into the ONLY vehicular access to this site. It would also seem sensible to move any retail sites shown from north west corner to nearer the roundabout entrance.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4824 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Katie French [1592]

Summary:

St Athan does not have the infrastructure for so many houses. We have a part time doctors, a hourly bus service and no train station. Where the entrance is to the new houses plus retail shop is a busy road where cars park and you have to give way causing tailbacks and the junction has already had quite a few crashes.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4895 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Deborah Driver [3007]

Summary:

We are very concerned about the huge hybrid entrance planned for the middle of Gileston Road.
Our focus is to try and work with the developers and Vale of Glamorgan Council to ensure the health and safety of the local residents and school children is prioritised.
Adding a huge entrance and the potential of over 1000 cars with the new homes and retail unit will not only increase emissions, but traffic congestion, air pollution and risk to safety of pedestrians.
Lots of these issues can be mitigated by moving the entrance to the B2465 (opposite the Four Cross Petrol station) and having no road access onto Gileston Road.
A roundabout near Four Cross is the safer, more sensible option. With this, a relocation of the retail unit which would be better placed on the B4265 for passing trade and the inevitable visitors this will attract from Llantwit, Rhoose.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4900 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Leyton Morgan [3011]

Summary:

The traffic routes for this development are not sufficient. There are also bats in the barns at the north of the field which will be affected by the lights of a supermarket in the north west corner. Furthermore HGVs travelling up and down Gileston road creates more unsafe conditions than what already exists and brings unwarranted noise to what is a small village. There are very few jobs in St Athan, Lidl or Aldi (which run on extremely high productivity rates) will reduce jobs. More people will have to travel towards Barry in an already very congested route.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4901 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Pamela Jones [3012]

Summary:

Infrastructure not suitable for traffic on Gileston Road currently but with more houses on the site it will be a nightmare.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4904 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Nicola Thomas [3014]

Summary:

My objection is to the proposed access in Gileston Road which will cause massive congestion in the village and safety issues for children who use the route for school. Please can consideration be given to putting the access road directly from the B4265 opposite the four crosses petrol station. There are already issues on the proposed stretch of Gileston Road due to parked vehicles outside the existing houses which have no driveways.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4905 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Gareth Thomas [3015]

Summary:

My objection is to the proposed access from Gileston Road. This stretch of road is already difficult to navigate due to parked vehicles for existing houses, and additional 500+ cars using this road daily will be a major safety concern especially for school age children who use this route daily. Please give consideration to placing the access road directly from the B4265 opposite the petrol station. This would have far less impact on the village itself as well as for existing residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4912 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Dr Tim Render [3016]

Summary:

The scale of housing development proposed for St Athan is inappropriate changing the nature of it from village to dormitory settlement. It would need extensive additional infrastructure - shops, pharmacies, schools, doctors, dentist, public transport, leisure facilities- to support the proposed housing, and this has not been adequately provided for.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4913 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Dr Tim Render [3016]

Summary:

The scale of housing development proposed for St Athan is inappropriate changing the nature of it from village to dormitory settlement. It would need extensive additional infrastructure - shops, pharmacies, schools, doctors, dentist, public transport, leisure facilities- to support the proposed housing, and this has not been adequately provided for.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4921 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Sarah Clemo [3019]

Summary:

The entrance suggested on Gileston Road is, at best, ill thought through and possibly catastrophic for St Athan through gridlock in what was a village. Planners need to reconsider.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4924 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Chris Evans [819]

Summary:

Not opposed to development but concerned about entrance on Gileston Rd. Health & safety of local residents and school children must be considered. Increase in traffic will be huge and village can't take it. It will not only increase emissions but traffic congestion, air pollution and noise. Far better to have access via roundabout on B2465 by Four cross garage and not Gileston Rd.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4926 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Sian Stent [3022]

Summary:

I object to the proposed housing development due to serious concerns about road safety, as existing junctions, have poor visibility, and are already over capacity, increasing risks for pedestrians and cyclists. The village's infrastructure, including healthcare, education, drainage, and parking, is insufficient and unlikely to support additional residents without substantial investment. Public transport is limited and unreliable, making residents dependent on private vehicles, which conflicts with sustainable development policies. Approving such a development would exacerbate congestion and strain local services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4927 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Sian Stent [3022]

Summary:

I have lived in the village for many years and am concerned about the development's impact on road safety and local infrastructure. The roads are narrow, busy, and lack proper pavements, with poor visibility and high traffic speeds. Increased vehicles during construction and after will raise congestion and accident risks, especially for pedestrians, children, and the elderly. The village's existing services are already stretched, and public transport is limited, making residents reliant on private cars. I strongly urge the planning authority to refuse this application due to these concerns.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4955 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Miss Amy Drew [3038]

Summary:

Access needs to change and location of the retail shop. St Athan village is busy enough as it is and it would be safer to move all access to B4265 road and offers passing trade from Llantwit and Rhoose.

Change suggested by respondent:

The location of the retail store to be moved with road access from B4265 road.
No road access at all into the site from Gileston Road due to congestion and safety.
It'll be safer for access from the B4265 and offers passing trade from Llantwit and Rhoose.

Sound: No

Attachments: None

4988 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Chris Twine [3056]

Summary:

St Athan village is restricted for HGV access with good reason. We also have a poorly designed road junction by the War memorial. Additional HGV access to the proposed site will cause more RTAs

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4990 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Gareth Westlake [3059]

Summary:

* the assumption the infrastructure and services will be in place is highly implausible.
* public transport links are already poor and the proposed developments in St Athan will exacerbate the already overstretched resources, i.e GP's, School, etc.
* the additional traffic congestion onto Gileston Road will be dangerous making it difficult to access and egress St Athan.
* In 2023, the Welsh Government passed the Agriculture (Wales) Act 2023. This legislation focuses on "Sustainable Land Management" (SLM), which includes protecting and enhancing the environment. Alternative land should be considered - this farm land should be protected for future generations.
* Alternative land with better infrastructure should be considered, in the first instance brown field sites.
* The land near the Aston Martin Factory, has excellent transport links and near to the town Llantwit Major.
* as a minimum this area should be considered as an alternative before any further work is undertaken on the St Athan proposals.

Change suggested by respondent:

* Alternative land with better infrastructure should be considered, in the first instance brown field sites.
* The land near the Aston Martin Factory, has excellent transport links and near to the town Llantwit Major.
* as a minimum this area should be considered as an alternative before any further work is undertaken on the St Athan proposals.

Sound: No

Attachments: None

4996 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Clifton Russell [3064]

Summary:

My objections refer to the village of St Athan and its proposed overdevelopment - The village has limited infrastructure two doctors surgeries which are full to capacity with existing patients, a school which apparently is full and struggles to take on any additional children three shops but it is proposed to add 1100 houses over possibly 7 building sites. This means an additional 1500 -2000 vehicles on the already narrow and congested roads some of which were built for horse and carts not large motorcars. We do not have a railway station or a regular half hourly bus service.
Whilst I accept the principal of sustainable growth, there are limited employment opportunities. People will need to travel out of the area for work (Cardiff, Barry, Bridgend etc) which means extra vehicles on the roads causing congestion, especially at the monument entrance to St Athan.
The section of planning relating to the Church Farm site needs to be addressed the entrance to and from the site via Gileston Road is totally unacceptable - this site should be a cul de sac the entrance to be near the Four Cross Service Station.

Change suggested by respondent:

Reduce the number of proposed houses.

Sound: No

Attachments: None

5096 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Helena Cook [2801]

Summary:

Objection 1 – The size of the proposed development.
1a. The size of the proposed development is too big for St Athan to maintain its character and will fail to provide adequate resources and infrastructure to meet the needs of the additional population, contravening section SSC1 6.27 of the RLDP.
1b. The proposal to build a significant number of dwellings to house employees of jobs that do not currently exist appears to be illogical, and contravenes SP6 6.95.
Objection 2 – The layout of the access road on Gileston Road. There should NOT be any access from the Church Farm Development onto Gileston Road.
Objection 3 – Placement of the proposed supermarket. Placement of the proposed supermarket next to the access point of phase 2 from the main road B4265 will ease any potential congestion on Gileston Road from non St Athan residents and minimise direct competition to the current businesses in St Athan.
Objection 4 – Coping with Waste Water. The proposed development will not be able to be supported by existing utilities.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5099 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Tim Brown [3000]

Summary:

There is much concern from the residents of Gilestone road over the proposed access point and Turley have stated that the access was chosen due to the layby on the road providing the widest point for HGV access. I would point out that the junction where Gileston road meets the B4265 at the monument was re-aligned a few years ago. This was done to prevent long articulated HGV's heading to Aston Martin from turning right into the village off the main road.
I would therefore suggest a serious re-consideration to the phase one access point and consider the first access point be created off the main B4265 by the Four Cross petrol station. A farm lane exists that could be widened and designated as HGV access for building supplies and later made into a second permanent access point with slip roads or a roundabout. This would solve the problem of safety concerns and HGV chaos on Gilestone road and long HGV's on the main road being unable to turn right into St Athan. Again, a sensible and practical solution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sn6

5282 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: St Athan Community Council (Mr Roger Eustace, Chairman) [2154]

Summary:

We, St Athan Community Council, formally and strongly object to the proposed Church Farm development. While recognising the need for housing, We are concerned about the scale of the proposal and its impact on traffic, infrastructure, and village character. The access points and supermarket location will increase traffic, causing safety and congestion issues. There are also concerns about the capacity of local services, flooding risks, environmental impacts, and the adequacy of community facilities. We oppose the development as currently proposed.

Change suggested by respondent:

Review the scale of the development so it is proportionate to the village and does not overwhelm existing services and community character.
Undertake a full traffic and highway assessment and identify safer access arrangements before any development proceeds.
Relocate the proposed supermarket so it can be accessed directly from the main road, reducing additional traffic through the village or consider replacing the single large supermarket with a row of smaller shops that better reflect the scale and character of the village.
Ensure infrastructure improvements are planned and delivered first, including medical services, schools, transport links, and emergency service capacity.
Provide adequate parking solutions to address existing and future demand.
Carry out detailed flooding and environmental assessments and implement measures to protect wildlife and local habitats.
Include appropriate community and recreational facilities to support the increased population.
Engage meaningfully with the St Athan community before progressing the development further.

Sound: No

Attachments: None

5353 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Sian Pickett [1569]

Summary:

Insufficient access to the site from both Gileston Road and the B4265. Gileston Road is a bottleneck for access to the village. Bro Tathan also use this route (incorrectly). Road is too narrow with danger to pedestrians. Widening of Gileston Road is not possible without removing hedgerow which you have stated should be retained. Proposed signals at the junction will create even greater traffic congestion with an increase of traffic pollution. 20mph limit at present which is not kept to by most vehicles. Main access for all phases must be off B4265.
Better access direct from B4265 from the outset. Gileston Road is not suitable as main access point. Plan to widen Gileston Road is not clear and cannot be achieved without removing hedgerow. Better traffic calming measures required. Increased traffic and congestion not addressed fully. Too many houses as part of development. Drainage and sewage not addressed. Insufficient green space for number of houses proposed as already a lack of green space in the centre of the village.

Change suggested by respondent:

-

Sound: No

Attachments: None

5354 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Alan Pickett [1482]

Summary:

Poor access to site which will lead to even more congestion on Gileston Road. Bro Tathan employees already use the village as a rat run and hardly any driver complies with the 20mph limit. Both Gileston road and the one footpath are too narrow creating danger to pedestrians. Widening only possible by removal of the established hedgerow which the plan says must be retained. Only one access site to phase 1 will increase traffic congestion and pollution and proposed signals at the B4265 junction will only exacerbate this.
Better access from the outset direct from the B4265 to all phases and store. Gileston Road is not suitable as the main access point. The widening of the road cannot be achieved without removal of the hedgerow. Drainage and sewage not addressed in the plan. The number of proposed houses is far to great with insufficient green space provision. Inadequate infrastructure changes to accommodate the additional housing and increased traffic.

Change suggested by respondent:

-

Sound: No

Attachments: None

5425 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Susan Evans [712]

Summary:

Housing in this area would negatively impact on the already overburdened highway and roundabout at weycock cross. The proposals are based on outdated traffic counts and any additional traffic generated by this development would add to the already regular gridlock when any incident happens on the highway. It would also increase the unacceptable queueing on Port road towards weycock cross.

Change suggested by respondent:

No development in this area

Sound: No

Attachments: None

5555 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Deborah Schmit [3290]

Summary:

I am concerned that accessing Phase 1 via Gileston Road will worsen traffic congestion, especially at Gileston Cross, which has become more difficult due to increased traffic through St Athan and along the B4265. I believe a new entrance directly off the B4265 would be preferable. Additionally, any retail development should not negatively impact existing businesses, and its location at the bottom of Phase 2 might be better. The overall size of the development appears excessive compared to the current village infrastructure, risking overload.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5653 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr David Entwistle [3264]

Summary:

Until St Athan is directly linked to the rail network and served by more frequent bus services people in this area will be reliant on private vehicle use to commute to work. The road network in the area is unsuitable for large traffic increases and this development will place extra stress on already congested junctions such as Weycock Cross further down the Vale towards Barry.
St Athan needs to be linked up to the train network and major roading improvements need to be undertaken before this sites inclusion in the LDP. The infrastructure around sewerage also needs further investigation prior to inclusion in the LDP.

Change suggested by respondent:

-

Sound: No

Attachments: None

5680 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms Ann Barnaby [1702]

Summary:

HG1 KS4 Land at Church Farm, St Athan page 42 onwards. While the hedgerows is the site's current main green asset the site could deliver significant benefits and improvement in the feel of the whole of the St Athan area if a green wedge is created between the site and Gileston Road planted with trees and potentially a new hedge. Creating a tree lined route into St Athan, this would enhance the area and well-being with a sense of place. The houses should be front facing the road - no messy back fences!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5851 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Jeff Smith [3399]

Summary:

Vehicle access locations are dangerous in both places one joins the main village access road on a bend and the other is on the main coastal road on a declining hill with bends either side - the latter will be an accident black-spot. if you must proceed with this the road infrastructure for both phase 1 and 2 must be completed before phase 1 constructions starts else your creating a bottle neck for all construction traffic into the village.

No additional capacity for flood water / sewage provision has been made in this proposal

Change suggested by respondent:

-

Sound: No

Attachments: None

5869 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Daniel Campbell [3404]

Summary:

I believe the lack of infrastructure in St Athan is unacceptable. It takes over two hours to reach work without proper bus or train links. The local doctor’s practice is infrequent, and there are no entertainment facilities. New housing is being built without supporting services, and increased traffic to Barry worsens congestion, with a journey taking nearly an hour. I suggest building a relief road, such as a link road to the Five Mile Lane, before further housing developments to alleviate traffic issues.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5893 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: St Athan Community Council (Maria Stevens, Proper Officer (Clerk)) [2679]

Summary:

Traffic and Highway Safety - access is poorly located and unsuitable for the increase in traffic. Additional vehicles will worsen congestion and raise safety concerns. Proposed location of the supermarket will increase traffic levels. Place retail within the development with direct main road access to reduce local congestion, or consider smaller shops instead of one large supermarket to better fit the village and attract less traffic. The proposal does not appear to sufficiently address the additional parking demand that will result from both the housing development and the retail element.

Infrastructure Capacity - Limited public transport services, pressure on local medical facilities, capacity within schools, the ability of emergency services to respond effectively with a larger population.

Scale of Development - Such a substantial increase in housing as well as the smaller developments across the area could dramatically alter the size and character of St Athan, which is traditionally a rural village community.

Community Facilities - With the increase in housing proposed, additional community and recreational facilities will be needed.

Flooding and Environmental Impact - Flooding risks associated with the development site have not been fully addressed and should be carefully assessed before any planning decision is made. In addition, the area supports local wildlife, including rare bird species, and appropriate ecological assessments and protections must be demonstrated.

Fair Allocation and Local Need - While we recognise the need for additional housing, including social housing, development should be proportionate and supported by appropriate infrastructure. The scale of development proposed for St Athan may not fairly reflect local need when compared with other areas within the Vale.

Any development at Church Farm should only proceed if infrastructure, traffic management, community facilities, and environmental protections are adequately addressed in advance.

Change suggested by respondent:

Fully consider concerns if proceeding with the development.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t7j

5899 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Louise Jenkins [2079]

Summary:

We are very worried about the amount of traffic this development with an Aldi will produce in the village. 500 homes will conservatively produce 1000 cars plus an Aldi will be looking to draw in at least 1000 customers per day. You propose one entry point to the development along the main road of the village, which is already contested with parked cars. The congestion and air pollution from this will greatly impact residents. May I suggest developing a roundabout by the garage to allow access to the development and that this is a better place to build the Aldi.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6098 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Miss Julia Thompson [2631]

Summary:

Particular thought needs to be taken to mitigate increased traffic through to Weycock Cross

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6121 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms Ann Barnaby [1702]

Summary:

This is an add on to another allocation - it is sloping down towards the garage on the B4265 so will be a significant impact visually on the area, while the main concern is with the overdevelopment of St Athan when taken with the other plots in this plan. Infrastructure for the significant impact on traffic movements are not fully planned in. The overdevelopment of St Athan once a village should be taken as a special impact item for overall discussion not each plot in isolation!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6139 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ms Ann Barnaby [1702]

Summary:

I have previously commented on this site many times, while I am concerned with the over development of St Athan, I do feel this site could deliver a number of benefits should the planners work with the developers including - enhanced entrance to village with a tree lined green wedge between housing and Gileston Road, widening of the pavement on the western side of Gileston Road, a much needed new access to school, some green space, improved junction with the B4265. Older people housing considered as part of the affordable housing allocation, as good access to village hub.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6171 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Sandra Toker [1575]

Summary:

Entrance to the supermarket should be from the main road and not the Gileston Road.
Shop should be at the other end of community and not opposite the existing shop provision

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6190 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Dorian Davies [1589]

Summary:

If the construction of a new housing estate at Church Farm is unavoidable, the development should have as little negative impact as possible on the existing St Athan community and residents by being a self-contained cul-de-sac accessed only from the B4265, with no vehicular access to or from Gileston Road, to minimise the impact of additional traffic in the village. There should be no vehicular access point on Gileston Road for any residential or retail development on the Church Farm site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/td8

6193 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Dorian Davies [1589]

Summary:

If the construction of new housing estates at Site 456 Land West of St Athan and Site 462 Church Farm is unavoidable, the developments should have as little negative impact as possible on the existing St Athan community and residents by being self-contained cul-de-sacs accessed only from the B4265, with no vehicular access to or from Llantwit Road or Gileston Road respectvely, to minimise the impact of additional traffic in the village. There should be no vehicular access point on Llantwit Road or Gileston Road for any residential development on the Land West of St Athan and Church Farm sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6241 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Claire Loxton [3004]

Summary:

HUGE safety concerns with the proposed entrance to Church Farm. The entrance should be moved to the B4265, opposite the Four Cross petrol station which is a much safer, sensible option.
This would mean there is no direct access to the new development from Gileston Road & ensure the safety of the residents and school children by not adding 1000+ cars.
I am not objecting to the houses, I don't agree we need so many and the retail store is in the wrong place but the entrance is a huge safety concern. Please consider moving this to the main road.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

IMG_8283.jpeg - https://valeofglamorgan.oc2.uk/a/tdb
IMG_8282.jpeg - https://valeofglamorgan.oc2.uk/a/tdc
IMG_8281.jpeg - https://valeofglamorgan.oc2.uk/a/tdd

6399 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Doreen Matthews [3570]

Summary:

My objections to the Church Farm development are as follows.
The entrance to the planned estate is on a narrow road which is congested due to residents having to park on that road.
That same road is used by employees of Aston Martin and civilian residents of the old Married Quarters and new estate.
The entrance should be from the main road(4265) to Church Farm development.
The large retail store should be the other end of the village, near old married quarters and the new houses.
There is very little employment locally as the RAF have gone along with the Power station.
The transport is poor. One bus hour to Cardiff which takes just under two hours. Trains from Llantwit Major arrive from Cardiff five minutes after the bus departs. Therefore an hour to wait for next bus. New residents will need there own transport to get to the station

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3nc

6445 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Neil Jenkins [2729]

Summary:

The proposals for Church Farm raise several serious concerns that further demonstrate the unsoundness of the RLDP. These concerns include:
- Unsafe and inappropriate access point located on a narrow section of road, in close proximity to a school, and adjacent to an existing shop that already generates local traffic and pedestrian activity.
- Traffic Chaos at Peak Times - Because this road is the sole eastern access into St Athan, the additional vehicles generated by the Church Farm development will cause significant bottlenecks.

Specific concerns about further development in St Athan:
- Increased surface water flooding from loss of farmland.
- No provision for upgraded infrastructure or essential services.
- Potential for increased anti-social behaviour and pressure on policing.
- Absence of local employment opportunities.
- The St Athan area has no railway station, limited and unreliable bus services, and no realistic active-travel links.

Change suggested by respondent:

Request that the proposals for these areas be withdrawn or fundamentally revised.

Sound: No

Attachments:

Email representation - redacted - https://valeofglamorgan.oc2.uk/a/3h3

6473 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mrs Melissa Plimmer [3599]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
New access to the school under existing planning is only ‘proposed’ and existing access to the school via Rock Road is a poorly surfaced and narrow one-way road but is often ignored with traffic coming via Rectory Drive.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned for the Church Farm site.
The Church Farm site consists of high-quality agricultural land and vital greenfield habitats.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yw

6477 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: St Athan Community Council (Cllr Sandra Toker) [3601]

Summary:

The proposed access point to the development is considered by many residents to be poorly located and unsuitable for the anticipated increase in traffic. The proposed location of the supermarket is also a major concern. Ideally, any supermarket or retail provision should be located within the development where it can be accessed directly from the main road or replace the proposal for a row of smaller retail units.
Parking within St Athan is already a concern, particularly around the school and village centre.
Key concerns regarding infrastucture include:
• Limited public transport services
• Pressure on local medical facilities
• Capacity within schools
• The ability of emergency services to respond effectively with a larger population
This proposal represents the largest housing development undertaken in the area to date and will dramatically alter the size and character of St Athan.
With the increase in housing proposed, additional community and recreational facilities will be needed.
Flooding risks associated with the development site have not been fully addressed and should be carefully assessed before any planning decision is made.
In addition, the area supports local wildlife, including rare bird species, and appropriate ecological assessments and protections must be demonstrated.
While we recognise that housing is required across the Vale of Glamorgan, development should be proportionate and supported by appropriate infrastructure.
we urge the Vale of Glamorgan Council to reconsider this proposal. Any development at Church Farm should only proceed if infrastructure, traffic management, community facilities, and environmental protections are adequately addressed in advance and we respectfully request that these concerns are fully considered as part of the planning consultation process.

Change suggested by respondent:

We urge the Vale of Glamorgan Council to reconsider this proposal. Any development at Church Farm should only proceed if infrastructure, traffic management, community facilities, and environmental protections are adequately addressed in advance.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3yz

6590 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Councillor Stephen Haines [1029]

Summary:

To ensure soundness and compliance with national policy, the following modification is requested:

1. Phasing Policy for KS4 and KS5

Introduce clear occupation thresholds tied to delivery of:

- Transport interchange infrastructure
- Highway mitigation
- Education capacity
- Healthcare provision

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6634 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Andrew Street [3444]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
New access to the school under existing planning is only ‘proposed’ and existing access to the school via Rock Road is a poorly surfaced and narrow one-way road but is often ignored with traffic coming via Rectory Drive.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned for the Church Farm site.
The Church Farm site consists of high-quality agricultural land and vital greenfield habitats.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/34q

6651 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS4 and KS5 are located within the vicinity of St Athan. This area is important for (and we are aware of) multiple records of GCN and dormice. Some of the area is already secured as compensation for impacts on these species associated with previous developments.

We advise that the wider St Athan area is subject to spatial planning of biodiversity provision at a greater than individual site scale , in order to determine that:

• It does not cause detriment to the maintenance of the favourable conservation status of both GCN and dormice (strategic conservation plans should be established for both species);

• To ensure that green spaces and infrastructure are meaningfully spatially connected and sufficient in size;

We consider piecemeal development of these areas will not lead to effective conservation delivery and will cause the delivery of these sites to be less effective during the planning process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6657 Support

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS4 – Land at Church Farm

Protected Species - There are records of dormouse and GCN in the wider area. However, the supporting PEA indicates no direct impacts on the latter of the species. There appears to be extensive green space proposed in the illustrative masterplan, which we support.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6704 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Policy HG1 KS4 - MOD St Athan (technical safeguarding zone)
Development triggering statutory safeguarding criteria:
• Development of, or exceeding, 15.2m in height above ground level will trigger statutory consultation requirement
• Development of, or exceeding, 45.7m in height above ground level will trigger statutory consultation requirement

Change suggested by respondent:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

6800 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

On specifics, KS4 and KS5 say of capacity limits at West Aberthaw works that "DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030". Can you provide documents on this?
WW said in 2015 they "planned" upgrades so questions are obvious - is the W.Aberthaw upgrade still not programmed and committed? Are the plans sufficient to take the much bigger numbers of homes now planned. Will land purchase and planning consent be needed? Will the developers proposing local sites have to pay via S.106?

Change suggested by respondent:

We'd ask that you consider the above omissions, deem that a firm Statement of Common Ground with DCWW similar to that of 2015 is required at this stage, and issue amendments to this draft RLDP to cover them.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/38k

6975 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
WAstewater - A hydraulic modelling assessment (HMA) will be required.
Wastewater Treatment Works - Welsh Water is delivering a scheme at West Aberthaw WwTW by 2030, and capacity will be available at the WwTW to accommodate foul flows from the proposed allocation upon completion of a scheme at the WwTW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7026 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: St Athan Community Council (Mr Roger Eustace, Chairman) [2154]

Summary:

Review the scale of the development so it is proportionate to the village and does not overwhelm existing services and community character.
Undertake a full traffic and highway assessment and identify safer access arrangements before any development proceeds.
Relocate the proposed supermarket so it can be accessed directly from the main road, reducing additional traffic through the village or consider replacing the single large supermarket with a row of smaller shops that better reflect the scale and character of the village.
Ensure infrastructure improvements are planned and delivered first, including medical services, schools, transport links, and emergency service capacity.
Provide adequate parking solutions to address existing and future demand.
Carry out detailed flooding and environmental assessments and implement measures to protect wildlife and local habitats.
Include appropriate community and recreational facilities to support the increased population.
Engage meaningfully with the St Athan community before progressing the development further.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

7041 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7102 Support

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

We support the identification of Church Farm, St Athan as a 'Key Site.'
The importance of green infrastructure, recreation spaces and biodiversity is recognised and supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7103 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The RLDP should recognise that flexibility will be required where sites are delivered on a phased basis, with earlier phases also being identified in the adopted LDP.
It should be recognised in the Deposit Plan that the Developer Impact Assessment, required to establish the reinforcement works if connecting in advance of the planned AMP scheme, applies to the wider allocation, with sufficient capacity existing for the first phase of development.
Policy should be amended to read that the site will deliver “approximately 532 homes over the plan period.”
The phased nature of the development should be recognised when applying placemaking principles.
Policy should be amended to require affordable dwellings to be dispersed in clusters of no more than 15 units.
Amend wording of the first and third bullet point of the ‘Sustainable Transport and Highways’ section.
Policy should be amended to reflect that it is not within the developers’ gift to guarantee a new pedestrian and vehicular access to St Athan Primary School is taken up, delivered or actually ‘replace’ the existing access on Rock Road.
The nature of any improvements will be determined through the planning application process. It is important that the policy recognises that the need to provide for/contribute towards education and community facilities will need to be determined at the point of any future planning application.
If a land transfer is required for the redevelopment/expansion of St Athan primary school and agreed as part of the second phase, this must be reflected in any request for off-site contributions. There should be an amendment to the policy that the land ‘may’ be required, rather than must be provided. It is important that if land is provided for the school expansion or improved access is facilitated, by the development of Church Farm, this is reflected in other requirements and expectations across the Plan (e.g. in terms of design, planning obligations etc).
The basis and justification for the sum of contribution stated in BP44 is not detailed within the Plan or supporting documents.
Policy should be amended to recognise that training and development could either be provided as a contribution or as part of the development itself.
It is important that the Policy should not be overly prescriptive about the types of green infrastructure and open spaces to be provided and should focus on outcome-based placemaking principles and flexibility in design as well as ensure that they reflect other policy requirements.
The purpose and status of the indicative plans should be made clear in the supporting text and should only be treated as illustrative.

Change suggested by respondent:

Amend policy wording.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7104 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

We do not support the current wording and use of “must comply with.” Some of the requirements listed will require further consideration during the design development of the scheme. This will be supported by detailed technical work to be prepared in support of a future planning application. The wording should be amended to reflect that the list ‘requirements’ will be subject to further consideration and should not be treated as definitive.

The need for and nature of any work required to the Gileston Road/B4265 junction should be determined through the planning application process, informed by a Transport Assessment. It is therefore not appropriate for the Policy to state that an upgraded signalised junction ‘must’ be provided. The intention is for a second access point to be provided for the second phase of development from the B4265. This is in line with the access strategy requested by the Highway Authority. The form and nature of this access point will be agreed through the planning application process, informed by a Transport Assessment.

Change suggested by respondent:

Amend policy wording.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7141 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7162 Object

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7204 Comment

Document Element: HG1 KS4 - LAND AT CHURCH FARM, ST ATHAN

Respondent: Mr Tim Brown [3000]

Summary:

This plan is an opportunity to address the severe and dangerous congestion on the narrow one way Rock Road at school drop off and pick up times. The current access to the school should be closed off for safety reasons and new access point created on the opposite side of the school grounds and incorporated into the boundary between the school and the new development creating a much safer traffic free zone for dropping off and collecting children.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4463 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Bernard Drew [2796]

Summary:

Our main concern is the vehicle access from development onto higher end, Llantwitt rd, and the lack of pedestrian pavments on this rd which is very narrow in places. There is already an increase in speeding traffic from other housing developments using it as a short cut to access the B4265. Llantwitt rd will need traffic calming measures to restrict and deter non higher end residental vehicles in order to protect pedestrians.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4464 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Colin Simmonds [2797]

Summary:

The residents of the area highlighted are being squeezed between developers we have suffered the daily work load of Walter's with all it's heavy machinery for the predicted years work only to be told we have another year, we have continually ask for traffic calming to deal with speading constantly promised no action this will just add more misery. With the 25 houses also planning has suggested behind higher end we will be in a building site condition for many years to come this is totally unfair

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4470 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs Helena Cook [2801]

Summary:

Both the proposed developments in St Athan would significantly increase the population by approximately 75%, severely impacting community infrastructure, healthcare, and education facilities, which are not currently equipped for such growth. The access routes are unsafe and unfeasible. The development conflicts with policies SP13, SSC1 and PGD2, ensuring infrastructure is not compromised and would transform the village into a town. Expansion of facilities, including schools and healthcare, is not addressed, and the current rural character and settlement boundaries would be compromised by such large-scale development, deemed inappropriate for the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4496 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Simon Parker [2821]

Summary:

Existing road from St Athan/Rhoose to Barry is already over capacity and MUST be upgraded BEFORE and more houses. Asking for a contribution is not enough - upgrade the road FIRST, then you can build new houses,

Change suggested by respondent:

-

Sound: No

Attachments: None

4509 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs H Evans [2823]

Summary:

I should like to echo the concerns regarding access to this site. I am reassured that there will be no vehicular access to/from Llantwit Road in the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4511 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Gareth Evans [2824]

Summary:

I am reassured to see that there is no planned access to Llantwit Road in the village for this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4592 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4696 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs June Baggott [2889]

Summary:

I am very upset that you want to destroy our lovely village by building a huge estate of houses nearby which will destroy the whole character of this village. Have you considered the people who already live here?
You will take away the heart of our village and turn it into just another large soulless estate.
Please be assured I am very very concerned about what you are doing and plead with you not to go ahead with these plans.

Change suggested by respondent:

Remove site from the plan.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/shv

4719 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Bernard Drew [2796]

Summary:

We have grave concerns that vehicle access will, (despite not being shown on plans YET) eventually be built onto Llantwit road. This road has no continued pedestrian pavements, is VERY narrow, and currently has increasing numbers of vehicles speeding while using it as a short cut to avoid the Gileston rd. / B4265 junction. New housing will see a large increase in pedestrians from new development accessing Village via Llantwit Rd. Vehicular access should ONLY be from B4265 with old Llantwit rd. being blocked and becoming access only.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4880 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Tim Brown [3000]

Summary:

No objection to this development and delighted to see land safeguarded for a potential new train station/halt with parking.

Whilst I would not object to derelict buildings being cleared. I know of at least two military type FW3/22 pillboxes with a possible third hidden by overgrowth. These were constructed in WW2 for the defence of the RAF airfield and I beleive may be listed buildings. In any case, these should be preserved as historical features of interest with educational sign board attached or errected alongside.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4909 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Dr Tim Render [3016]

Summary:

The scale of the proposed housing development on this site is excessive and would completely change the character and nature of St Athan from a village into a dormitory settlement. There is inadequate provision to support this level of development. Major additional facilities - shops, pharmacies, doctors, dentist, schools, public transport, leisure facilities - would be needed and are not covered in current proposals

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4910 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Dr Tim Render [3016]

Summary:

The scale of housing development proposed for St Athan is excessive and spoils the nature of the heritage coast. Use of this site would breach the policy on the coast set out in the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5100 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Tim Brown [3000]

Summary:

No objection to this development and delighted to see land safeguarded for a potential new train station/halt with parking. Having studied the plans, the intended land reserved for a station/halt is a perfect location and would be a godsend to St Athan. I'm old enough to remember the old Gilestone station being very busy with military personnel when RAF St Athan was in its heyday with some 2000 plus serving and civilian personnel. The St Athan population alone has now exceeded that so it's time to build a new rail facility.

Of course derelict buildings being cleared but I know of at least two military type FW3/22 pillboxes with a third on the road side near the airfield entrance gates. These were constructed in WW2 for the defence of the RAF airfield south side and I believe may be listed buildings. In any case, these should be preserved as historical features of interest with educational sign board attached or erected alongside. The southernmost one in the field appears to be of poured concrete construction and in visibly sound condition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/snb

5144 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs Helena Cook [2801]

Summary:

Objection 1 – The size of the proposed development.
1a. The size of the proposed development is too big for St Athan to maintain its character and will fail to provide adequate resources and infrastructure to meet the needs of the additional population. This is contravening the Vale of Glamorgan Council's own policies within the RLPD, section SSC1 6.27.
1b. The proposal aims to build a significant number of dwellings to house employees of jobs that do not currently exist. This is not in accordance with the Vale of Glamorgan's own policies within the RLDP, SP6 6.95 and SSC1 6.27 which states that facilities must be in place at the time of the application.
Objection/ Concern 2 – The potential traffic on Llantwit Road. I would concur with all the statements from 5.2.4, 5.2.5 and 5.2.11 and support the measures suggested to minimise additional traffic onto Llantwit Road.
Objection 3 – The potential for using Llantwit Road as a bus route. The use of Llantwit Road as a bus route would not be in keeping with the potential Active Travel Route highlighted in the Apex Transport Assessment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5426 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs Susan Evans [712]

Summary:

Development in this area will add to the overburdened highway on port road towards weycock cross. There is already gridlock when any incident happens on the highway, and unacceptable queuing with the existing traffic so any additional traffic will cause this to get even worse, and the proposals to mitigate this are based on outdated traffic counts and so are inadequate.

Change suggested by respondent:

No development in this village

Sound: No

Attachments: None

5546 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs Deborah Schmit [3290]

Summary:

The size of the development (along with other plans for St Athan) is disproportionate to the existing village size putting significant strain on existing infrastructure.
There are concerns about possible vehicular access onto Higher End when traffic flow along this narrow road used by many pedestrians has increased significantly since the last traffic survey. I propose the estate is a cul de sac with Higher End made into a no through road, access to Bro Tathan and the Helicopter base being provided via a new access point.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5654 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr David Entwistle [3264]

Summary:

This along with other sites in St Athan is being considered for addition into the LDP before due consideration is given to public transport and roading infrastructure in the area and wider vale. This development would again in the current form and situation lead to an increased reliance on private vehicles for commuting to major centres and a resultant major negative impact on already over capacity road junctions towards Barry and Cardiff such as Weycock cross.
Before these sites are included in the LDP, considerable further transport assessments and modelling should be undertaken and a concrete, realistic and deliverable plan for public transport and roading infrastructure improvements put forward. The council needs to come up with a plan to sort out current traffic and public transport issues before it commits to potential major new population growth in the Vale to the West of Barry.

Change suggested by respondent:

-

Sound: No

Attachments: None

5775 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Simon Rawlins [2457]

Summary:

As the property owner in the top north-west corner of the proposed development, I seek assurance that the green buffer zone and other mitigation planting mentioned for other locations will also include Briarbank. I request the north western footpath access shown on the master plan exits eastward to prevent proximity to Briarbank. Additionally, I do not object to the proposed blocking of Llantwit Road on its western route along higher end, but how would Briarbank owners get vehicular and emergency vehicle access?
Appropriate mitigation measures put in place to prevent construction noise and dust from affecting existing residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5853 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Jeff Smith [3399]

Summary:

Again this assumes there is a Proposed station - this should not be reserved space but an actual station built and operational before this development commences.
The Plan states "Safeguarding of land within the smaller parcel to allow for the delivery of a new rail station at St Athan" - the station should be built and operational *before* this development commences as without this it fails in its basic assumption. Also a lack of proposed community facilities for dr, dentists, leisure facilities as between the proposed plans your doubling the size of the village.

Change suggested by respondent:

-

Sound: No

Attachments: None

6133 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Ms Ann Barnaby [1702]

Summary:

This is yet another allocation for St Athan. The overdevelopment of St Athan once a village should be taken as a special impact item for overall discussion not each plot in isolation! Infrastructure is a particular concern the impact on traffic movements via B4265 are not fully planned in.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6134 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Ms Ann Barnaby [1702]

Summary:

The overdevelopment of St Athan once a village should be taken as a special impact item for overall discussion not each plot in isolation! This plot is not linked directly with St Athan and would cause significant impact on the B4265 a crossing point is already an issue together with the junction at the monument.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6186 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Dorian Davies [1589]

Summary:

If the construction of a new housing estate at Land West of St Athan is unavoidable, the development should have as little negative impact as possible on the existing St Athan community and residents by being a self-contained cul-de-sac accessed only from the B4265, with no vehicular access to or from Llantwit Road, to minimise the impact of additional traffic in the village.

There should be no vehicular access point on Llantwit Road for any residential development on the Land West of St Athan site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/td6

6474 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mrs Melissa Plimmer [3599]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned.
This site consists of Grade 2 (Good) or 3a (Excellent) agricultural land.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yw

6504 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Neil Jenkins [2729]

Summary:

Specific concerns about further development in St Athan:
- Increased surface water flooding from loss of farmland.
- No provision for upgraded infrastructure or essential services.
- Potential for increased anti-social behaviour and pressure on policing.
- Absence of local employment opportunities.
- The St Athan area has no railway station, limited and unreliable bus services, and no realistic active-travel links.

Change suggested by respondent:

Request that the proposals for these areas be
withdrawn or fundamentally revised.

Sound: No

Attachments:

Email representation - redacted - https://valeofglamorgan.oc2.uk/a/3h3

6547 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Dorian Davies [1589]

Summary:

If the construction of new housing estates at Site 456 Land West of St Athan and Site 462 Church Farm is unavoidable, the developments should have as little negative impact as possible on the existing St Athan community and residents by being self-contained cul-de-sacs accessed only from the B4265, with no vehicular access to or from Llantwit Road or Gileston Road respectvely, to minimise the impact of additional traffic in the village. There should be no vehicular access point on Llantwit Road or Gileston Road for any residential development on the Land West of St Athan and Church Farm sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6591 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Councillor Stephen Haines [1029]

Summary:

To ensure soundness and compliance with national policy, the following modification is requested:

1. Phasing Policy for KS4 and KS5

Introduce clear occupation thresholds tied to delivery of:

- Transport interchange infrastructure
- Highway mitigation
- Education capacity
- Healthcare provision

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6635 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Andrew Street [3444]

Summary:

The proposed density will inevitably lead to an unsustainable increase in private car journeys on the B4265.
Infrastructure is needed to be in place prior to any development of the land.
It is difficult to see how developments work with Future Wales: The National Plan 2040.
More effort should be made to link key destinations with the Western Vale through active travel.
This will add significant additional numbers of journeys on already poor road infrastructure. Public transport gets caught in the same traffic issues. Speeding is already a great concern in the village with the current level of vehicle traffic.
Access into St Athan is already dangerous from the war memorial and proposals for additional access from B4265 onto developed land would be on a hill with poor visibility and around a blind bend.
While Bro Tathan (Policy EMP2) provides jobs, there is no guarantee that the people moving into local developments will work there. If they commute elsewhere, the RLDP fails its own climate goals.
The scale of development proposed threatens the distinct character of the village. St Athan lacks facilities that are given to surrounding towns such as fire / ambulance and police stations.
Current primary healthcare services in St Athan and nearby Llantwit Major are already oversubscribed. The RLDP provides no "Triggers for Delivery" to ensure that new medical and educational facilities will be operational prior to the occupation of the hundreds of homes planned.
This site consists of Grade 2 (Good) or 3a (Excellent) agricultural land.
The cumulative impact of hard-standing surfaces also raises serious concerns regarding surface water runoff into the River Thaw catchment area. Dwr Cymru Welsh Water has previously noted concerns regarding the St Athan Wastewater Treatment Works.
The allocation of the above site policies are unsound. It promotes car-dependent growth in a rural location without the necessary infrastructure "trigger points" to protect the local environment or the B4265 road network.

Change suggested by respondent:

Reduce the housing density at the above sites and re-classify St Athan as a "Minor Rural Settlement" until such time as a dedicated rail link, suitable active travel infrastructure or high-frequency public transport other than rail is fully funded and scheduled for delivery.

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/34q

6658 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS5 – Land to the West of St Athan
Protected Species - The St Athan area is important area for GCN and dormouse. We would generally concur with the lower risk assessed for these species in association with this site. However, this is a substantial site and this and other sites in the St Athan area would benefit from spatial planning of biodiversity provision at a greater scale as re affirmed elsewhere in this response.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6705 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Policy HG1 KS4 - MOD St Athan (technical safeguarding zone)
Development triggering statutory safeguarding criteria:
• Development of, or exceeding, 15.2m in height above ground level will trigger statutory consultation requirement
• Development of, or exceeding, 45.7m in height above ground level will trigger statutory consultation requirement

Change suggested by respondent:

MOD recommend that any more detailed policies for these sites include wording which indicates that development should be designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

6739 Support

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam wholeheartedly support the allocation of Land to the West of St Athan as a Key Site within the RLDP. Its allocation as a Key Site in the Deposit RLDP represents extensive and thorough assessment. Its proposed allocation is therefore considered to be sound and firmly evidence based.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6741 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

So that the policy functions as effectively as possible, Hallam has a small number of comments and included at Appendix A is a re-worded version of Policy HG1 KS5 which incorporates those changes with text suggested to be removed crossed through and text to be added shown underlined.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6801 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

On specifics, KS4 and KS5 say of capacity limits at West Aberthaw works that "DCWW has confirmed that upgrades are planned as part of the AMP8 programme 2025 and 2030". Can you provide documents on this?
WW said in 2015 they "planned" upgrades so questions are obvious - is the W.Aberthaw upgrade still not programmed and committed? Are the plans sufficient to take the much bigger numbers of homes now planned. Will land purchase and planning consent be needed? Will the developers proposing local sites have to pay via S.106?

Change suggested by respondent:

We'd ask that you consider the above omissions, deem that a firm Statement of Common Ground with DCWW similar to that of 2015 is required at this stage, and issue amendments to this draft RLDP to cover them.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/38k

6976 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
WAste Wastewater - A hydraulic modelling assessment (HMA) will be required.
Wastewater Treatment Works - Welsh Water is delivering a scheme at West Aberthaw WwTW by 2030, and capacity will be available at the WwTW to accommodate foul flows from the proposed allocation upon completion of a scheme at the WwTW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7030 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KS4 and KS5 are located within the vicinity of St Athan. This area is important for (and we are aware of) multiple records of GCN and dormice. Some of the area is already secured as compensation for impacts on these species associated with previous developments. We advise that the wider St Athan area is subject to spatial planning of biodiversity provision at a greater than individual site scale (as we have referenced in the Section 1 of this letter), in order to determine that:

•It does not cause detriment to the maintenance of the favourable conservation status of both GCN and dormice (strategic conservation plans should be established for both species);

•To ensure that green spaces and infrastructure are meaningfully spatially connected and sufficient in size;

We consider piecemeal development of these areas will not lead to effective conservation delivery and will cause the delivery of these sites to be less effective during the planning process.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7042 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7142 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7163 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The strategy to allocate new housing growth is predicated on focusing residential development around sustainable transport nodes and, given that St Athan will be without any railway station in the Plan period, it is not considered that the sites align with the strategy of the RLDP. It is considered that there has been an overprovision for housing growth in St Athan generally, and this issue is now further exacerbated by the lack of any forthcoming rail provision. Given this, to add further sites for housing in this location over and above the original provision is considered to be unsound. The justification to allocate sites at St Athan has relied heavily on the railway station being delivered in the Plan period, and as such, there are serious questions marks associated with the acceptability of the proposed allocated sites - given their incompatibility with the core strategy of the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7205 Object

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Clifton Russell [3064]

Summary:

My objections refer to the village of St Athan and its proposed overdevelopment - The village has limited infrastructure two doctors surgeries which are full to capacity with existing patients, a school which apparently is full and struggles to take on any additional children three shops but it is proposed to add 1100 houses over possibly 7 building sites. This means an additional 1500 -2000 vehicles on the already narrow and congested roads some of which were built for horse and carts not large motorcars. We do not have a railway station or a regular half hourly bus service.
Whilst I accept the principal of sustainable growth, there are limited employment opportunities. People will need to travel out of the area for work (Cardiff, Barry, Bridgend etc) which means extra vehicles on the roads causing congestion, especially at the monument entrance to St Athan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

7229 Comment

Document Element: HG1 KS5 - LAND TO THE WEST OF ST ATHAN

Respondent: Mr Tim Brown [3000]

Summary:

Of course derelict buildings being cleared but I know of at least two military type FW3/22 pillboxes with a third on the road side near the airfield entrance gates. These were constructed in WW2 for the defence of the RAF airfield south side and I believe may be listed buildings. In any case, these should be preserved as historical features of interest with educational sign board attached or erected alongside. The southernmost one in the field appears to be of poured concrete construction and in visibly sound condition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/syd

4535 Support

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Mrs Carol Morgan [2842]

Summary:

I support permanent council housing on this site, the quicker the temporary units are removed the better. Space needs to be left on site for a much needed health centre.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4593 Comment

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Mr David Barton [2683]

Summary:

Utilise Traditional Architecture Design Codes for all new construction.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4695 Object

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

At the January 2026 Town Council meeting, we discussed the future of the former Eagleswell School site. The Vale of Glamorgan Council plans to develop housing there once temporary units are removed, with ongoing support for a new Health Centre, though there has been no firm commitment from the Health Board. We will continue to advocate for the Health Centre and also petition for a new Old People's Care Facility on the site, to serve Llantwit Major's ageing population and meet the current demand for pensioners' accommodation.

Change suggested by respondent:

Identify Former Eagleswell School Site for the location for a new Health Centre and a new Old People's Care Facility on the site.

Sound: Not specified

Attachments:

Letter Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swr

5181 Support

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

We note that the proposal is to co-locate health and social care facilities and for the Vale of Glamorgan Council (VoG) to engage with Cardiff and the Vale University Health Board to explore opportunities for the co-location of health and social care services within new community space. The land at the former Eagleswell Road School site has been identified for redevelopment and the Town Council wishes to re-emphasise that this site is used for health and social care. Llantwit Major has an increasing population, a significant number of which are aging and the current health and social care facilities for the town and its neighbouring areas (especially St Athan proposals) are inadequate and in some cases outdated. This is an ideal opportunity to use this site appropriately for the residents and we wish the deposit LDP to recognise this.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6781 Comment

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon Homes acknowledges the Council's position in respect of Site HG3 (1) – Former Eagleswell Primary School, including the temporary five-year consent (2024–2029) for 90 units of short-term accommodation and their inclusion within housing completions for monitoring purposes.

Given their expressly temporary nature and planned relocation to other sites within the Vale by 2029, it is essential that these units are not double counted in a way. As the risk of doing so would artificially inflate the Vale's housing numbers, thereby preventing delivery opportunities elsewhere over the plan period.

Although we welcome the clarification provided at paragraph 6.111 which states that once the temporary units are removed and the site is redeveloped for permanent accommodation, any future dwellings will not be included within the RLDPs housing supply figures.

This approach is critical given the Vale's substantial existing landbank and the number of allocations being rolled forward, as cumulatively factoring in additional units from this site would further constrain opportunities to accommodate genuine growth elsewhere. Thereby limiting the Council's ability to effectively meet local housing need up to 2036.

Change suggested by respondent:

In the interest of soundness, we believe this should explicitly set out within the proposed wording of Policy HG3 that any future dwellings will not be included within the RLDPs housing supply figures to avoid any potential ambiguity and thus ensure no additional net housing contributions will arise from the site upon its redevelopment later down the line.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6914 Comment

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow acknowledges the Council's position in respect of Site HG3 (1) – Former Eagleswell Primary School, including the temporary five-year consent (2024–2029) for 90 units of short-term accommodation and their inclusion within housing completions for monitoring purposes.
Given their expressly temporary nature and planned relocation to other sites within the Vale by 2029, it is essential that these units are not double counted in a way. As the risk of doing so would artificially inflate the Vale's housing numbers, thereby preventing delivery opportunities elsewhere over the plan period.
Although we welcome the clarification provided at paragraph 6.111 which states that once the temporary units are removed and the site is redeveloped for permanent accommodation, any future dwellings will not be included within the RLDPs housing supply figures.

This approach is critical given the Vale's substantial existing landbank and the number of allocations being rolled forward, as cumulatively factoring in additional units from this site would further constrain opportunities to accommodate genuine growth elsewhere. Thereby limiting the Council's ability to effectively meet local housing need up to 2036.

Change suggested by respondent:

In the interest of soundness, we believe this should explicitly set out within the proposed wording of Policy HG3 that any future dwellings will not be included within the RLDPs housing supply figures to avoid any potential ambiguity and thus ensure no additional net housing contributions will arise from the site upon its redevelopment later down the line.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6988 Comment

Document Element: HG3 – HOUSING LED REDEVELOPMENT OPPORTUNITY

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

WAter Supply - The water network can supply the proposed development. 110mm diameter watermain crossing the site.
Wastewater - The public sewerage network can accept potential foul flows from this development site.
A 225mm diameter foul sewer crosses the site.
Wastewater Treatment Works - Llantwit Major WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4498 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Mr Simon Parker [2821]

Summary:

Your own words state:
backlog of need from people on the housing waiting list is most acute within Barry and Penarth/Llandough

so put the social homes in Barry and Penarth. Why should Rhoose and St Athan have to provide them??

Change suggested by respondent:

Build the social homes in Barry and Penarth

Sound: No

Attachments: None

4801 Support

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Cwmpas [1874]

Agent: Cwmpas

Summary:

Cwmpas is positive in its response to the Deposit RLDP statements and welcomes the reference to community led housing as noted in Paragraph 6.121.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/scd

4803 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Cwmpas [1874]

Agent: Cwmpas

Summary:

It would be considered as beneficial that the Deposit RLDP policies on community led housing development could include a clear definition of community led affordable housing along the lines of that stated in the document attached to this representation.

Our comments and observations are such as to suggest that references could be further extended within the Housing policies and still be in accordance with the framework of PPW Edition 12, key to the evolution of these policies.

Change suggested by respondent:

Request for minor amendment to wording that after the words ‘co-operative housing’ the words ‘and other forms of community led affordable housing’ are inserted as this would accord with the context of PPW Edition 12 as noted.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/scd

5124 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

The Local Housing Market Assessment 2023 (LHMA) (BP10B) calculates affordable housing need over the replacement plan period using the 'policy neutral' Welsh Government 2018 Principal Projection and the preferred growth option. The LHMA provides the latest evidence on affordable housing need, identifying a net annual need for 1,075 affordable units per annum for the next five-years and a further 154 units per annum over the following 10 years (BP10B, Executive Summary), resulting in a requirement for 6,915 affordable homes over the plan period (461 p/a) with a tenure split of 65% social rent and 35% intermediate. The Welsh Government note that the RLDP housing requirement is higher than the 2018 projections. Accordingly, to take this into account the affordable housing need for the RLDP is 502/yr which equates to a need of 7,530 over the plan period (RLDP, paragraph 6.116, Table 4).

Policy SP7 identifies a target of delivering a minimum of 3,070 affordable homes, the housing need being across all 13 Housing Market Areas, albeit it is more acute in Barry, Penarth, and Llantwit Major for 1-bed properties. The Welsh Government notes that most of the new housing development (51%) is proposed in the Key Settlement of Barry and Service Centre Settlements, which include Penarth and Llantwit Major.

The Welsh Government has no significant concerns regarding the relationship between the LHMA and the Deposit Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5949 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The words 'including a minimum of 3,070 affordable homes' should be changed to ' a target of 3,070 affordable homes'. The reason for this is that a minimum suggests it should be more; however, other relevant housing policies are worded to provide for a defined number or target and do not provide for more to be delivered. This change of wording does not stop more affordable homes from being provided, should developers choose to do so.

Additional wording should be included at the end of the policy:
'The mix of affordable housing will also take into account the character of the site and its surroundings to ensure the development creates a sustainable community in line with placemaking principles.'

Change suggested by respondent:

Amend the wording of the policy accordingly in line with the above comments.

Sound: Yes

Attachments: None

6029 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP7 of the RLDP requires a mix of affordable housing based on evidence, targeting 3,070 dwellings, but lacks flexibility for site-specific viability. Paragraph 6.120 acknowledges that viability may affect delivery, yet this is not reflected in SP7. A uniform percentage approach may overlook technical complexities, contrasting with PPW guidance to consider site viability. Policy SP8 introduces flexibility, allowing site-by-site negotiation and independent viability assessment, and considers up-to-date housing needs. However, SP7 and SP8 conflict: SP7 mandates a rigid mix based solely on evidence, while SP8 permits adjustments, raising concerns for affordable-led schemes with significant planning obligations.

Change suggested by respondent:

On the basis of the above, it is proposed that Policy SP7 and Policy SP8 should be aligned so that they are consistent with each other and provide flexibility on a “case-by-case basis”. This would ensure that the RLDP will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6073 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP7 aims to deliver 3,070 affordable homes during the RLDP period, requiring a mix informed by the Council's evidence. Policy SP7 does not allow flexibility and viability considerations which are essential, especially given the Council's ambitious policies for net zero homes. Policy SP8 endorses site-specific negotiations and viability assessments, allowing flexibility in affordable housing mix. Thus, SP7 and SP8 as drafted currently contradict one another. This is especially important for the affordable led schemes as the housing mix (affordable and market) can have a big impact on the viability of schemes given that they have more onerous planning obligations.

Change suggested by respondent:

On the basis of the above, it is proposed that Policy SP7 and Policy SP8 should be aligned so that they are consistent with each other and provide flexibility on a “case-by-case basis”. This would ensure that the RLDP will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6782 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In principle, Persimmon support Policy SP7's objective to secure a minimum of 3,070 affordable homes over the plan period. That said, given the level of affordable housing is directly proportionate to the total housing provision within RLDP we believe there is scope for further uplifts in that respect.

As mentioned above Persimmon maintain that there is sufficient evidence to justify increasing the proposed housing requirements through the Vale's flexible allowance in order to maximise opportunities for growth. In turn this would prevent artificially capping affordable housing provision at 3,070 homes to ensure the plan is positively prepared by incorporating measures that proactively address demand across the region.

National policy clearly supports this approach. Planning Policy Wales requires development plans to be positively prepared and to maximise the delivery of affordable housing as a key component of sustainable placemaking.

The Development Plan Manual reinforces the need for plans to be aspirational, evidence-led and sufficiently flexible to ensure delivery. Furthermore, the Welsh Government 2025-based estimates of additional housing need report highlights the need for a step change in affordable housing delivery across Wales, recognising that continuation of past trends will not address the current affordability challenges. Collectively, this provides a clear direction of travel in that it's imperative to uplift housing provision where affordability pressures are acute such as the Vale of Glamorgan.

Change suggested by respondent:

To ensure the RLDP is sound, the Council should increase the overall housing requirement by apply a meaningful flexibility allowance that ensure sufficient contingency measures are in place to consistently meet local need over the plan period. This would directly increase the quantum of affordable housing secured through policy mechanisms, thereby aligning the Plan with national policy objectives. The latter goes to the heart of the tests of soundness within the Development Plan Manual in ensuring the plan is not only appropriate but capable of delivering the step change required to address affordable housing needs up to 2036.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6915 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

In principle, Barratt Redrow support Policy SP7's objective to secure a minimum of 3,070 affordable homes over the plan period. That said, given the level of affordable housing is directly proportionate to the total housing provision within RLDP we believe there is scope for further uplifts in that respect.

Barratt Redrow maintain that there is sufficient evidence to justify increasing the proposed housing requirements through the Vale's flexible allowance in order to maximise opportunities for growth. In turn this would prevent artificially capping affordable housing provision at 3,070 homes to ensure the plan is positively prepared by incorporating measures that proactively address demand across the region.

Similarly, it is considered that Policy SP7 should be updated to allow flexibility and avoid the risk of contradicting Policy SP8. At present the blanket approach to affordable provision does not allow for site-specific delivery or viability requirements which may arise and as such, the amplification text should also include a note similar to the following: 'Where the target affordable housing percentage is considered unviable due to physical, financial, or other constraints, sites will be reviewed on an individual basis following submission of a detailed viability assessment and any supporting evidence as necessary'.

Change suggested by respondent:

Policy SP7 should include a note similar to the following:
'Where the target affordable housing percentage is considered unviable due to physical, financial, or other constraints, sites will be reviewed on an individual basis following submission of a detailed viability assessment and any supporting evidence as necessary'.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7037 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

Without a suitable supply of affordable housing delivered over the Plan period, trends that result in an extremely unbalanced demographic will only worsen. Accordingly, it is not considered that the RLDP takes into account the lack of supply of affordable homes within the rural Vale, as well as increased housing to support the growing ageing population within these areas.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7068 Support

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the objective of delivering affordable housing and agrees that this is one of the key issues the RLDP must address. Policy SP7 is therefore supported in principle.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7069 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

The wording of Policy SP7 lacks sufficient clarity. In particular, the reference to the affordable housing mix being "informed" by the LHMA is ambiguous. It is unclear whether the LHMA is intended to provide a broad evidence base and starting point for negotiation, or whether the Council expects schemes to replicate that mix as a fixed requirement. In our view, the policy should be clarified so that the LHMA is expressly treated as a guiding framework rather than a prescriptive formula, with the final tenure mix, type and size of affordable provision being determined having regard to site-specific circumstances, up-to-date evidence, viability and deliverability.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7070 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

In our view, the main issue with Policy SP7 is therefore not its objective, but the fact that the rest of the strategy is not sufficiently ambitious to support it. The Plan cannot identify very substantial affordable need and then pursue a relatively low overall housing requirement combined with a narrow rural growth model. A sound approach would be to increase the overall housing provision and broaden the pool of sustainable and deliverable mixed-tenure sites so that affordable housing delivery through the planning system can be maximised. St Nicholas should form part of that response.

Change suggested by respondent:

Increase the overall housing provision and broaden the pool of sustainable and deliverable mixed-tenure sites.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7093 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

This policy seeks to deliver only 3,070 affordable homes over the plan period, which is only 18.4% of identified need per annum for the five-year period from 2023-2028 in the LHMA. The number of affordable homes identified therefore falls drastically short of the identified need for affordable homes in VoG for the RLDP period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7094 Comment

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The provision of a range of tenures, types and sizes should be assessed on a site-by-site basis at the application stage, with the LHMA being a starting point for discussions with the Housing Strategy Service. This flexibility will ensure that the most appropriate mix of dwellings is brought forward based on factors such as site characteristics, local context, placemaking etc.

It is also important that Policy SP7 acknowledges that affordable housing provision should also consider the evidenced viability of a development. This would be consistent with Policy SP8.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7095 Support

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The provision of a range of tenures, types and sizes of affordable homes is supported in principle.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7137 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

Without a suitable supply of affordable housing delivered over the Plan period, trends that result in an extremely unbalanced demographic will only worsen. Accordingly, it is not considered that the RLDP takes into account the lack of supply of affordable homes within the rural Vale, as well as increased housing to support the growing ageing population within these areas.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7159 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

Without a suitable supply of affordable housing delivered over the Plan period, trends that result in an extremely unbalanced demographic will only worsen. Accordingly, it is not considered that the RLDP takes into account the lack of supply of affordable homes within the rural Vale, as well as increased housing to support the growing ageing population within these areas.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7191 Object

Document Element: SP7 – AFFORDABLE HOUSING PROVISION

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Given the concerns raised with regard to Policy SP1 there is fear that the affordable housing numbers will not be sufficient to meet need. This therefore brings the Deliverability of the plan in to question (Test of Soundness 3).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5130 Comment

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

The Deposit plan is supported by a high-level affordable housing study and site-specific viability appraisals for Key Sites. All viability work and must be prepared in conjunction with the Viability Steering Group and site-specific promoters.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5961 Object

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The following wording in the policy should be deleted:

'The provision of affordable housing will be negotiated on a site-by-site basis, considering the evidenced viability of the development.'

The policy sets the required level of affordable homes, so there is no need to negotiate it on a site-by-site basis. This would create uncertainty for developers when negotiating site purchases and could also delay the delivery of new homes. It is also contrary to PPW 12 para 4.2.22, where it states, 'It is for either the applicant or the planning authority to demonstrate that particular exceptional circumstances justify the need for a viability assessment at the application stage.'

The flexibility to negotiate the level of affordable housing is a part of a later point in the policy where it deals with situations where sites are unviable to deliver the level of affordable hosuign required.

The last sentence of the policy should be reworded, as it currently creates uncertainty for developers when negotiating site purchases. It is also noted that a similar point is made at the end of Policy SP7, so the wording repeats another policy but uses different wording, adding to the confusion.

Change suggested by respondent:

Delete the wording 'the provision of affordable housing will be negotiated on a site-by-site basis, considering the evidenced viability of the development.'

Reword the policy point on unviable sites to include the ability to negotiate the level of affordable homes.

Sound: Yes

Attachments: None

6030 Object

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP7 of the RLDP requires a mix of affordable housing based on evidence, targeting 3,070 dwellings, but lacks flexibility for site-specific viability. Paragraph 6.120 acknowledges that viability may affect delivery, yet this is not reflected in SP7. A uniform percentage approach may overlook technical complexities, contrasting with PPW guidance to consider site viability. Policy SP8 introduces flexibility, allowing site-by-site negotiation and independent viability assessment, and considers up-to-date housing needs. However, SP7 and SP8 conflict: SP7 mandates a rigid mix based solely on evidence, while SP8 permits adjustments, raising concerns for affordable-led schemes with significant planning obligations.

Change suggested by respondent:

On the basis of the above, it is proposed that Policy SP7 and Policy SP8 should be aligned so that they are consistent with each other and provide flexibility on a “case-by-case basis”. This would ensure that the RLDP will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6074 Object

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP7 aims to deliver 3,070 affordable homes during the RLDP period, requiring a mix informed by the Council's evidence. Policy SP7 does not allow flexibility and viability considerations which are essential, especially given the Council's ambitious policies for net zero homes. Policy SP8 endorses site-specific negotiations and viability assessments, allowing flexibility in affordable housing mix. Thus, SP7 and SP8 as drafted currently contradict one another. This is especially important for the affordable led schemes as the housing mix (affordable and market) can have a big impact on the viability of schemes given that they have more onerous planning obligations.

Change suggested by respondent:

On the basis of the above, it is proposed that Policy SP7 and Policy SP8 should be aligned so that they are consistent with each other and provide flexibility on a “case-by-case basis”. This would ensure that the RLDP will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6783 Comment

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the position that residential development should help meet affordable housing need. Although to ensure Policy SP8 is effective its important the percentage requirements and site thresholds proposed are viable across a range of site types and market areas to ensure they do not inadvertently suppress delivery.
On that basis we believe it would be prudent for the Deposit Plan to clarify that affordable housing targets are subject to site-specific viability considerations and can be adjusted in circumstances where comply with such parameters would render the sites viable and thus prevent delivery. Greater flexibility is also needed in tenure and mix to better reflect evolving local needs over the entire plan period including the point when planning applications are formally submitted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6916 Comment

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow development should help meet affordable housing need. Although to ensure Policy SP8 is effective its important the percentage requirements and site thresholds proposed are viable across a range of site types and market areas to ensure they do not inadvertently suppress delivery.
On that basis we believe it would be prudent for the Deposit Plan to clarify that affordable housing targets are subject to site-specific viability considerations and can be adjusted in circumstances where comply with such parameters would render the sites viable and thus prevent delivery. Greater flexibility is also needed in tenure and mix to better reflect evolving local needs over the entire plan period including the point when planning applications are formally submitted.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7072 Comment

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

In principle, Barratt Redrow has no issue with seeking ambitious affordable housing delivery where supported by viability evidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7106 Support

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

Recognition that the provision of affordable housing should be negotiated on a site-by-site basis, considering the evidenced viability of a development, is supported. Recognition that the exact mix of affordable housing will need to be considered on a case-by-case basis is also welcomed. This is important to ensure sufficient flexibility when discussing the most appropriate mix of affordable homes at the application stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7192 Support

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Policy SP8 is supported in so far as contributing much needed affordable housing development commensurate with the size of the settlement in which it sits.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7193 Comment

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

We encourage to see reference to the provision of affordable housing to be negotiated on a site-by-site basis considering evidenced viability for the development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7194 Object

Document Element: POLICY SP8 - AFFORDABLE HOUSING REQUIREMENTS

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Policy SP8 states 40% affordable for those developments in primary and minor settlements outside of the SGA yet 50% requirement on affordable housing led allocations in minor rural settlements (also outside of the SGA). This appears inconsistent and penalising those smaller rural sites that will already be more delicately balanced in viability terms by virtue of their limited size of 25 units.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5125 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Affordable Housing Led Sites
To deliver additional affordable housing above that which market led housing can provide, the authority proposes (Policy SP3 & HG4) to permit small scale affordable housing-led developments that provide a minimum of 50% affordable housing on sites up to 25 dwellings in minor rural settlements and 50 dwellings in primary settlements. The principle of this approach is supported.

Paragraph 6.137 of the plan states:
“Policy HG4 makes provision for affordable housing-led sites in locations outside the Strategic Growth Area. These sites, which are allocated for a minimum of 50% affordable housing, are included within the settlement boundary.”

The reference to being within the settlement boundary is not referenced in policy HG4. It would be beneficial to either include such a reference or demonstrate that settlement boundaries do include those sites listed in policy HG4 for clarity.

These sites must be in addition to the market housing led requirement and identified in the LDP. This policy approach is justified by the high level of affordable housing need evidence by the LHMA and must be accompanied by additional control over the land by the local planning authority to ensure effective delivery.

Evidence should include ownership of the land, a binding legal agreement where the land is in private ownership or a resolution of the council to use compulsory purchase powers. RLDP, paragraph 6.133 references to such controls, however, should such controls be contained within the policy?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6026 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The proposed 25-dwelling cap for Minor Rural Settlements is considered unjustified and should allow expansion where viable. Flexibility in dwelling numbers and market housing mix is necessary to meet local demand and ensure the financial viability of affordable housing delivery.

The Council needs to ensure that it does not undermine site viability by being overly prescriptive on market (and affordable) dwelling mix.

Change suggested by respondent:

“The following sites are allocated as affordable housing led sites where there will be a requirement for the provision of a minimum 50% affordable housing to meet the affordable housing needs of the local community."

The removal of the arbitrary upper limit on maximum dwelling numbers for allocations in Minor Rural Settlements and the removal of policy restrictions on open market tenure, type and size will ensure that Policy HG4 meets the third test of soundness (Will the Plan deliver?) and will assist in the delivery of the site.

Sound: No

Attachments: None

6822 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Mr Ian Fairweather [1225]

Agent: Boyer Planning

Summary:

There is no objection in principle to Policy HG4, but there is an objection to the fact that there is no development in St Nicholas (despite it being sustainably located on the A48).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/397

6865 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Mr Andrew Raymond [1170]

Agent: Boyer Planning

Summary:

It is recognised that Policy HG4 allocates development within some Minor Rural Settlements, and in particular within Colwinston. In the context of Policy HG4 they will be affordable housing led sites where there will be a requirement for the provision of a minimum 50% affordable housing. This is to meet the affordable housing needs of the local community. There is no objection in principle to this.

However, a balanced approach which allows both affordable housing led schemes and modest mixed-tenure developments would provide greater flexibility and assist in delivering a broader range of housing needs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vf

7046 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

It is not considered that this policy goes far enough to address the target and level of affordable housing need. Even when coupled with the affordable housing provision from open market sites and 100% exception sites, the total delivery of affordable housing will still be nowhere near enough to meet the overall affordable housing need over the Plan period. Accordingly, it is considered that inadequate provision has been made for such sites. We would therefore object to the sites included within Policy HG4 and would suggest that more sites should be allocated as part of the policy in order to secure delivery of a higher number of affordable housing units to mere the target.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7047 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The sustainable credentials of the sites allocated is not disputed, and it is acknowledged that these minor rural settlements have the ability to accommodate further growth, in the form of affordable-led housing allocations. However, it is considered that Land at Ystradowen (Site ID: 430 / 4060) should also form an allocation as part of this policy, given its high sustainability credentials and its appropriate location to accommodate a suitable level of development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7060 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

As drafted, the Plan expects a great deal from a very limited rural supply offer. In our view, the objectives of the plan are unlikely to be achieved through the very limited number of affordable housing-led allocations currently proposed. Additional sites in the more sustainable Minor Rural Settlements are therefore required if the Plan is to deliver what it seeks in a realistic, deliverable and sustainable manner.
We raise concerns that a blanket 50% affordable requirement could create deliverability issues, including reliance on complex developer/RSL arrangements and a level of uncertainty around funding and market conditions.
The omission of St Nicholas from the rural housing strategy is not justified by the evidence currently before the Council.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7061 Support

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the principle of identifying rural affordable housing-led sites. It is entirely appropriate that the RLDP seeks to respond to local housing need in rural communities and to secure affordable provision in settlements where opportunities may otherwise be more limited. The statements in policy HG4 and its supporting text show that the Council itself accepts that rural settlements need a range and choice of homes, not just affordable housing in isolation. They also show that some open market housing in rural locations is not only acceptable, but in fact part of how mixed communities and affordable delivery are achieved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7148 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

It is not considered that this policy goes far enough to address the target and level of affordable housing need. Even when coupled with the affordable housing provision from open market sites and 100% exception sites, the total delivery of affordable housing will still be nowhere near enough to meet the overall affordable housing need over the Plan period. Accordingly, it is considered that inadequate provision has been made for such sites. We would therefore object to the sites included within Policy HG4 and would suggest that more sites should be allocated as part of the policy in order to secure delivery of a higher number of affordable housing units to meet the target.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7149 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The sustainable credentials of the sites allocated is not disputed, and it is acknowledged that these minor rural settlements have the ability to accommodate further growth, in the form of affordable-led housing allocations. However, it is considered that Land South of A48, Bonvilston (Site ID: 435 / 3857) should also form an allocation as part of this policy, given its high sustainability credentials and its appropriate location to accommodate a suitable level of development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7167 Object

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

It is not considered that this policy goes far enough to address the target and level of affordable housing need. Even when coupled with the affordable housing provision from open market sites and 100% exception sites, the total delivery of affordable housing will still be nowhere near enough to meet the overall affordable housing need over the Plan period. Accordingly, it is considered that inadequate provision has been made for such sites. We would therefore object to the sites included within Policy HG4 and would suggest that more sites should be allocated as part of the policy in order to secure delivery of a higher number of affordable housing units to meet the target.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7168 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The sustainable credentials of the sites allocated is not disputed, and it is acknowledged that these minor rural settlements have the ability to accommodate further growth, in the form of affordable-led housing allocations. However, it is considered that Land at Ogmore By Sea (Site ID: 386 & 3855) also form an allocation as part of this policy, given its high sustainability credentials and its appropriate location to accommodate a suitable level of development. It is questionable whether Wick has the capacity to accommodate 50 new dwellings, given the sustainability and rural nature of the area. As a result, it is suggested that the number of homes allocated in Wick is reduced and that a further allocation in St Brides Major is secured, in order to facilitate supporting the delivery of affordable housing through the housing market area, rather than in one minor rural settlement.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7190 Comment

Document Element: HG4 - RURAL AFFORDABLE HOUSING LED SITES

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Whilst the total 122 dwellings proposed under policy HG4 is a relatively small contribution to the overall figures it provides important spatial distribution of homes across the Vale within the rural area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

4418 Object

Document Element: HG4 (1)

Respondent: Mr Chris Blight [2763]

Summary:

The village has already seen significant disruption with the creation of Heol Cae Pwll, which has impacted on traffic within the village, especially in relation to the school. As well as the increase in traffic, water services and water displacement, and internet are also struggling to cope. Not to mention the impact on house prices which currently have views over greenfield.

Change suggested by respondent:

The impact on the village for the sake of a small number of affordable houses seems unreasonable. Especially the use of greenfield. There are brownfield sites slightly further afield near Llandow, rather than further destroying green areas.

Sound: No

Attachments: None

4425 Object

Document Element: HG4 (1)

Respondent: Mr Dominic Thompson [2767]

Summary:

Combination of reasons, single track roads in and out of the village are already busy without addition of 25 houses. The green belt around the village is incredibly important as hugely part of the charm, the more houses are built the quicker this will be lost. The green belt is also under re wilding which is very important for the environment. Please seriously consider the impact this will have on the community.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4435 Object

Document Element: HG4 (1)

Respondent: Mr Martin Brand [2775]

Summary:

Regarding HG4(1), all homes will require 1-2 cars each because there is very little public transport available. The roads around Colwinston school are already very congested at school drop off and school pick up times, the extra traffic from another 25 homes would be the last straw. The lanes around Colwinston are already busy and have not been upgraded - neither are they well maintained and resurfaced any more. This proposal is at direct odds with the RLDP Vision and in particular Objective 1 ("reduces the need to travel by car") and Objective 8 ("promoting active and sustainable travel choices").

Change suggested by respondent:

Delete HG4(1), Land to the East of Colwinston.

Sound: No

Attachments: None

4440 Object

Document Element: HG4 (1)

Respondent: Mr Tom Prosser [2778]

Summary:

The infrastructure is not sufficient to serve additional housing. Plus this would take up valuable farming and agricultural space

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4442 Object

Document Element: HG4 (1)

Respondent: Mr Tom Prosser [2778]

Summary:

The village lacks severe infrastructure to accommodate this type of development

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4462 Object

Document Element: HG4 (1)

Respondent: Ms Sian Hooper [2795]

Summary:

I have 2 issues with the inclusion of this land: 1. Access to this land appears to only be accessible through Heol Cae Pwll. The roads within this development remain unadopted and residents contribute towards its maintenance. Any building works vehicles and new properties would impact the road condition and adversely affect financial contributions.
2. During school start/finish the traffic flow through adjoining lanes and estate roads are troublesome and additional housing would worsen the situation.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4477 Object

Document Element: HG4 (1)

Respondent: Mr Rob G Thomas [683]

Summary:

HG4 (1) No DVM shown in this consultation phase.

This parcel allocation for minimum 50% affordable means 50% market led housing ,the settlement boundary expansion and it's criteria contray to planning in the open countryside and will not supply the current 100% affordable housing needs as VoGCC data suggests.

This Allocation will not fulfill the VoGCC active travel plans requirements.

This allocation under ALC Wales Predictive map clearly shows mainly 3a classification and thus Best and Most Versatile (BMV) status inaccurate, and incorrect compared to other Candidate sites in The Village that are ALC sub 3b grades and more suitable

Change suggested by respondent:

Other land parcels and candidate sites that were unsuccessful in this rldp phase in The Village ,should be reconsidered as clearly this allocation, land to the east of Colwinston, inclusion criteria is very debatable and thus unsound.

Sound: No

Attachments: None

4547 Object

Document Element: HG4 (1)

Respondent: Mr Rob G Thomas [683]

Summary:

Site would have a substantial impact and intrusion into the open Countryside, being detrimental and with increased contribution to climate change .

Only 50 % Affordable led housing promoted.

NO DVM supplied.

NO Active travel supported.

No Retail supported.

No health care supported

Loss of SUBSTANTIAL BVM under ALC Wales Classification and other more appropriate sites in the area promoted available.

Adverse effects on visual amenities and substantial change in landscape character.

Varst Increase Traffic on existing Redrow Development access location being already dangerous as adjacent Primary School drop off/collection points daily, data and historic Village Petition indicated.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4771 Object

Document Element: HG4 (1)

Respondent: Mr Huw Evans [2933]

Summary:

This is relation to HG4(1) The plan location is poorly thought out. This is a small village which only resently had 65 additional houses nearly doubling the population. That entrance is directly next to the primary school entrance on a road in the village that isnt wide enough for two cars in places. This new proposal will add an additional 35-50 cars to the 70-100 that already use entrance. The village location means if you dont drive or aren't fit you cant get out of the village the nearest bus is a 15-20 min walk back to the main road

Change suggested by respondent:

I dont think the location should be allowed to increase the clear daily hazards next to a busy primary school it is dangerous enough at drop off and pick up times. The road infrasture within the village struggles now with the volume of traffic at peak times. I believe the plan needs to look at location best suited for peoples busy lives where road access and public transport are paramount.A prime example for social housing is the land to the east of the B4270 opposite Claire garden village in Cowbridge. It has a bus stop and major road running next to it without increasing hazards. The other problem is allowing the developers to get away without building all the social housing they have to under planning law with the promise they will build them else where. The newish estate in colwinston should have had twice as many social / affordable houses as per the plans but the developers were allowed to get around this. If it wasnt thought necessary to force them to build them then im not sure why we need them now.

Sound: No

Attachments: None

4776 Object

Document Element: HG4 (1)

Respondent: Dr Gillian Smith [2938]

Summary:

There are already a number of houses in Colwinston, specifically on Heol Cae Pwll which are on the market and have been for a long time. Adding even more houses will reduce the chances of selling and places even more pressure on the village. The building site will be right next to a school, bringing in trucks and lorries along rural roads posing a risk to children.

Change suggested by respondent:

Na

Sound: No

Attachments: None

4806 Object

Document Element: HG4 (1)

Respondent: Mr Rob G Thomas [683]

Summary:

Settlement boundary has been amended to include the allocation.

No justification to extend boundary
Intrusion into open Countryside
ALC wales predictive map significant loss of BMV agricultural land
Other more suitable candidate sites available and policies state where there is other parcels at lower grades they should be allocated first
On a flood plain
Will not reduce the effects of climate change
Will not support retail
Does not support Active Travel Wales 2013 Act
Only 50% affordable led proposal
No DVM
No promotion by a recognised RSL
Impact on visual amenities
Intrusion into open Countryside

We therefore recommend that the Inspector reexamine the change to the settlement boundary and delete this allocation.

Change suggested by respondent:

We recommend that the Inspector reexamine the change to the settlement boundary and delete this allocation.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sf3

4934 Object

Document Element: HG4 (1)

Respondent: Mrs Karen Jacobs [2746]

Summary:

I object to the inclusion of this site from the Candidate List for the RLDP 2021 to 2036. It is good agricultural land, development would be an incursion into the open countryside, and access through the village would be problematic. Colwinston has no key services, facilities, or public transport.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4966 Object

Document Element: HG4 (1)

Respondent: Mrs Karen Jacobs [2746]

Summary:

I strongly oppose including this site in the RLDP 2021-2036, as it poses road safety risks due to inadequate infrastructure and increased traffic. Overdevelopment concerns arise from the addition of 25 houses, worsening congestion and safety issues. The site's only access is unsuitable for children and local traffic. Using this greenfield land threatens agricultural value, increases flood risks, and damages the village's historic and rural character. Alternative brownfield sites should be considered, and the site's negative impacts outweigh any benefits.

Change suggested by respondent:

-

Sound: No

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/skz

5055 Object

Document Element: HG4 (1)

Respondent: Mr Alan McNee [3101]

Summary:

I object to the inclusion of Site ID 4069 east of Colwinston due to traffic issues caused by previous developments, the inadequate junctions on the A48, and the potential impact of road improvements. I am concerned about flooding and drainage problems, sewerage capacity, and the disproportionate scale of development harming the village's character and community. The site does not meet housing needs, and there are insufficient public transport links, with increased traffic compromising safety for pedestrians and cyclists.

Change suggested by respondent:

Delete Site ID 4069 Land East of Colwinston.

Sound: No

Attachments: None

5160 Object

Document Element: HG4 (1)

Respondent: Mr David Frost [3149]

Summary:

Currently the road system leading into the village and particularly to the area of the proposed site is inadequate for the traffic at present to to increase that traffic would just increase the danger to walkers , cyclists and the villagers in general. During school hours there is insufficient parking for parents which again adds to the traffic issue, adding more houses to the village will make this situation much worse.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5185 Object

Document Element: HG4 (1)

Respondent: Mr Edward Lewis [3154]

Summary:

I object to the proposal on two main grounds: the unjustified expansion of the settlement boundary to include site 4069, and its unsustainable, unviable inclusion for affordable housing, risking irreversible damage to village heritage. The proposal does not align with current planning policies or LDP objectives, failing most Impact Sustainability criteria. Additionally, the lack of a bus service and unsafe highways have not been considered, and no research has been conducted into the vehicular impact on existing residents and public safety.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/syz

5194 Object

Document Element: HG4 (1)

Respondent: Mr Roger Picton [3158]

Summary:

I am objecting to the inclusion on grounds Site ID 4069 Land east of Colwinston on two principal grounds. These are:

1. The unjustified redrawing of the settlement boundary to include candidate site 4069.

2. inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause irreversible damage to village heritage status,

Change suggested by respondent:

The inclusion of this site fails to reflect planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved.

Sound: No

Attachments: None

5235 Object

Document Element: HG4 (1)

Respondent: Mr James Charlesworth [3182]

Summary:

Over developments
Taken together with recent developments in the village, the proposed growth of the settlement is not proportionate to the scale of the historic village and is damaging to its conservation status and community cohesion. It is not supported by evidence of settlement based housing need.
The transport infrastructure is inadequate for any further developments. The lanes are narrow with high hedges. Access on lanes for walking and cycling are already very challenging and dangerous, any future developments are only going create a more hazardous environment.
The access on to A48 at 2 points from the village are horrendous at the best of times and further developments can add to the problem.
The site has already been submitted and rejected owing to its unsuitability by the local authority and I see no reason that the same conditions should not apply.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sqj

5245 Object

Document Element: HG4 (1)

Respondent: Anthony & Samantha Richardson [3192]

Summary:

I object to including site 4069 east of Colwinston, citing its location within a conservation area and potential harm to heritage and landscape. The proposal lacks sufficient justification, conflicts with sustainability objectives, and risks overdevelopment of the village. The site has been previously deemed unsuitable, and recent assessments show no new supporting evidence. Concerns also include flood risk, inadequate sewage capacity, inadequate infrastructure, traffic and safety issues, and poor public transport links, which collectively undermine the site's suitability for development. Inclusion is also not supported by the ISA and has previously been identified as unsuitable by the Authority.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/tr6

5246 Object

Document Element: HG4 (1)

Respondent: Anthony & Samantha Richardson [3192]

Summary:

The site is part of the rural setting of the Conservation Area. Extending the current boundary fundamentally alters the settlement envelope and conflicts with the statutory duty to preserve or enhance. The proposal lacks sufficient specific justification and is not supported by the present evidence. Therefore the redrawing of the Colwinston settlement to include site 4069 - Land East of Colwinston boundary is unjustified

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/tr6

5248 Object

Document Element: HG4 (1)

Respondent: Mrs Judith Hemming [3193]

Summary:

My objections are based on: (site. ID 4069 Land east of Colwinston) potential overdevelopment - Concerns over the new recent developments in total being proportionate to the scale of the historic village and Considerations for Community cohesion.

Access by vehicles to the village. Increased traffic during and after development adversely affecting traffic flow, Safe walking, parking and cycling .

A48 Junctions need to be changed to allow for Safer driving Conditions with increased traffic .

Better public transport facilities in the village to assist the above - bus service in village

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/trb

5250 Object

Document Element: HG4 (1)

Respondent: Mr Gareth Allen Jones [3195]

Summary:

I oppose the inclusion of this site and the change to the settlement boundary, as it was done without proper consultation and risks damaging the village's heritage. Additional development would increase traffic, worsen existing infrastructure issues, and threaten safety due to the lack of local facilities and public transport. Vehicle entry and exit via the A48 is highly dangerous and this will only intensify if additional vehicles are introduced as a result of further development. The site's removal of prime agricultural land also undermines local food production. I believe such development would harm the village's character and show a disregard for residents' wellbeing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/trd

5262 Object

Document Element: HG4 (1)

Respondent: Jackie Murphy [3197]

Summary:

I oppose site 4069 - Land east of Colwinston. The site is unviable, unsustainable, and will harm the village's heritage, character, and setting. Overdevelopment has already caused traffic issues. The village doe snot benefit from a public transport link, active travel route and entry to the village is via poorly maintained roads which cannot take more vehicles. The development exceeds local housing needs, risks flooding, and threatens the conservation area's integrity. Lack of meaningful consultation with residents further justifies my strong opposition with digital focus excluding elderly residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/trk

5263 Object

Document Element: HG4 (1)

Respondent: Jackie Murphy [3197]

Summary:

Objection to the redrawing of the settlement boundary to include candidate site 4069 - Land east of Colwinston is unjustified and unsupported by evidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/trk

5272 Object

Document Element: HG4 (1)

Respondent: Kathleen Jones [3199]

Summary:

The site and proposal for 25 houses is not sustainable as the village would then have increased by 57% in 10 years. There is only a small farm shop. Too much traffic on narrow lanes. Entrance next to the school is already very bus and extra cars would increase the accident risk to school children. No public transport. Bus stop approx. 1 mile along busy lane with no footpath and impossible to cross busy A48 safely. Entry and exit to and from A48 is already hazardous. The site is outside the settlement boundary of the village. It is necessary for residents to use cars at all times and this development would result in a possible 50 extra car journeys using unsuitable narrow lanes on a daily basis. Pressure on utilities would be unsustainable. Other proposed sites in Colwinston were rejected for the above reasons, these apply to this site also. The proposed site is currently used for agriculture and is top quality agricultural land. Building more houses on agricultural land is not environmentally friendly and had a detrimental effect on the ability to produce home grown food for the nation. This site should not be added to the Vale of Glamorgan Local Development Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/ts6

5275 Object

Document Element: HG4 (1)

Respondent: Rhian Cleaver [3201]

Summary:

1. There has been an unjustified redrawing of settlement boundary to include this site
2. The inclusion of the site for affordable housing is unsustainable and unviable and likely to cause significant irreversible damage to the village heritage status
3. It fails to reflect planning policies and LDP objectives
4. It fails on the majority of impact and sustainability objectives
5. It is damaging to the conservation status and community cohesion
6. There is a significant flood risk as despite the creation of an attenuation area in Heol Cae Pwll, the site still floods during heavy rainfall
7. Heol Cae Pwll road adoption by the VOG council is delayed due to insufficient drainage system and issues with road traffic calming etc
8. There is no main gas in the area resulting in the reliance on oil and LPG which is not environmentally friendly
9. The village roads are not viable for the current number of vehicles using them - numerous potholes and large areas of flooding in poor weather, no passing areas or traffic calming measures, poor street lighting
10. The extra school traffic causes mayhem with poor parking and haphazard driving due to no parking available for parents - the extra 25 house would increase this problem and cause danger to the young children at the school - all extra traffic from these 25 houses would need to flow through an already congested and dangerous area
11. There is no public transport in the village
12. The two exits from the village are not sufficient for the current level of traffic - potholes, narrow areas with no passing points, no safe walking areas
13. To access the A48 by foot from the village to reach the bus stops - there are no pavements and the roads are not lit at night
14. There are no amenities such as shops in the village necessitating travel by personal cars or walking a dangerous route to the bus stop
15. There would be a detriment to the local wildlife at site 4069 - there are owls, foxes. nesting birds, birds of prey, hedgehogs, swifts, bats etc who regular use and live/nest in the area
16. There would be a fundamental change to the rural landscape and heritage of the Vale of Glamorgan should areas used for nature and farming become areas of residence
17. The houses will not be truly affordable as the land is expensive and difficult to build on due to the nature of the bedrock- local house prices are not in the affordable bracket

Change suggested by respondent:

Remove the site

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tsb

5287 Object

Document Element: HG4 (1)

Respondent: Mr Alun Austin [3210]

Summary:

increased level of car use already has a very bad effect on the village since previous development and the new school have been built. highways and planners have absolutely no idea on the negative impact these developments have had. Most of the roads, including the junctions onto the A48, are dangerous. Several accidents have already happened.
No public transport available. No consultation. Complete disregard of how the village should be preserved as a conservation area / County Treasure!! VOGC do not follow their own rules regarding planning.
These objections refer to Site ID 4069 East of Colwinston.

Change suggested by respondent:

Remove it completely!! It does not follow any of VOGC rules which they have made!!!

Sound: No

Attachments: None

5443 Object

Document Element: HG4 (1)

Respondent: Mr Luke Davies [3258]

Summary:

We strongly object to allocating Site 4069 for housing and request its permanent removal from the preferred sites list. A summary of our reasons for this are as follows:
Strain on limited local services and facilities
Increased light, noise, and visual pollution
Affecting wildlife (including protected species) and residents' quality of life
Potential dilution of community cohesion
Higher risk of surface water and groundwater issues beyond flooding
Unsustainable infrastructure

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5445 Object

Document Element: HG4 (1)

Respondent: Mrs Marie Campbell-Davies [3261]

Summary:

I am objecting to the inclusion of grounds Site ID 4069 Land East of Colwinston on two principal grounds. These are:

1. The unjustified redrawing of the settlement boundary to include candidate site 4069

2. inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause significant irreversible damage to village heritage status. The inclusion of this site is it fails to reflect planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved for inclusion in the final LDP.

Change suggested by respondent:

Redrawing of the Boundary Settlement to include site 4069 The site is part of the rural setting of the Conservation Area. Extending the current boundary fundamentally alters the settlement envelope and conflicts with the statutory duty to preserve or enhance. The proposal lacks sufficient specific justification is not supported by the impact assessment. Heritage and landscape impact The village of Colwinston is identified as a County Treasure. Development would have a detrimental impact on the character and setting of the Conservation Area contrary to policy.
Integrated Site Appraisal Inclusion of this site is not supported by the Integrated Site Impact Assessment contravening almost all of the stated Sustainability Objectives within the LDP itself.

Sound: No

Attachments: None

5468 Object

Document Element: HG4 (1)

Respondent: Mrs MICHELLE DAVIES [3267]

Summary:

Basis of Objections I am objecting to the inclusion of grounds Site ID 4069 Land East of Colwinston on two principal grounds. These are:

1. The unjustified redrawing of the settlement boundary to include candidate site 4069

2. inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause significant irreversible damage to village heritage status. The inclusion of this site is it fails to reflect planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved for inclusion in the final LDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5520 Object

Document Element: HG4 (1)

Respondent: Mr Brian Morris [3283]

Summary:

1) The transport has increased substantially in the village due to the 64 houses on Heol Cae Pwll. Also the school places have increased substantially since the school was rebuilt. During the period of dropping off school children and their collection. The large numbers of cars parked both by the school, village hall and on the roads on Heol Cae Pwll means that it is very dangerous for children and parents only extra houses on Heol Cae Pwll will increase the dangers.
2) The other matter is that building on a green field site (farming land) does not make sense given the brownfield site available.
3) The exit from the village to the A40 is also becoming difficult due to the extra traffic in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3283 Morris Cowbridge (5520)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/ttg

5567 Object

Document Element: HG4 (1)

Respondent: Mrs Carole Billett [3299]

Summary:

SiteID 4069 land East of COLWINSTON

1 Unjustified redrawing of the settlement boundary site 4069

2 inclusion for affordable housing being unsustainable and unviable

3 no pavements in village for pedestrians, no public transport, no mains gas ,sparse mobile coverage, loss of arable pasture, overdevelopment
Of heritage village

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5629 Object

Document Element: HG4 (1)

Respondent: Mr Simon Campbell-Davies [3320]

Summary:

I am objecting to the inclusion of grounds Site ID 4069 Land East of Colwinston on two principal grounds. These are:
1. The unjustified redrawing of the settlement boundary to include candidate site 4069

2. inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause significant irreversible damage to village heritage status.

The inclusion of this site is it fails to reflect planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved for inclusion in the final LDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5707 Object

Document Element: HG4 (1)

Respondent: Mr and Mrs G.W. & N.E. Bates [3337]

Summary:

We are objecting on the following grounds:
1. Highways - Much of the village of Colwinston particularly in the Conservation Area, has no pavements and the extra use of cars from the site would affect safe walking, cycling and riding through the village.
2. Transport - The village has no regular direct links to public transport and consequently the site is unsuitable for affordable housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t4y

5757 Object

Document Element: HG4 (1)

Respondent: Elizabeth Howard [3355]

Summary:

The site lies outside the existing settlement boundary of Colwinston.
Development would represent unplanned expansion into open countryside, contrary to LDP policies on settlement form and rural protection.
The scale and location are inconsistent with the village's classification and its ability to accommodate growth.
The land forms part of the open rural setting that defines the character of Colwinston.
Colwinston's road network is narrow, winding, and not designed for increased traffic volumes.
Colwinston has no public transport therefore there will be an increase in pollution, additional vehicles will make the already busier lanes more dangerous for pedestrians, cyclists and horse riders.
Further development in Colwinston will increase pressure on the utilities and drainage, the surrounding fields are already prone to being waterlogged.
The fields have already seen a decline in the natural wildlife, they are habitats for hares, field mice, bats and birds of prey.
Affordable housing should be located where residents have access to employment, transport, shops, and services. Colwinston cannot offer any of these.
Colwinston has already absorbed recent development and further growth would exceed what the village can sustainably support.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t5f

5799 Object

Document Element: HG4 (1)

Respondent: Mr Anthony Jones [3377]

Summary:

The site does not meet transport sustainability objectives of Planning Policy Wales.
The site is not served by public transport and will be car and delivery van dependent. Access to the site will be via narrow rural lanes with visibility problems and issues for two vehicles passing. The two access points onto the A48 primary route connecting Cardiff with Bridgend have previously been identified as unsafe for pedestrians, cyclists and motorists
The site is over one mile from the bus stops on the nearest public transport route on the A48 which does not have a controlled pedestrian crossing.
The proposed development should ensure that pedestrian routes provide a safe pedestrian environment and encourages safe cycling. There are no safe walking and cycling routes through the village and the connecting lanes to/from the A48.
There are no continuous pavements and therefore no safe walking and cycling routes to the primary school, the village church, the village centre and public house, and to the bus stops on the A48.
The site does not embody the sustainability principles for rural locations as set out in Planning Policy Wales which requires the provision of safe and convenient cycle and pedestrian routes and a public transport link for residential development sites. The inclusion of this site fails to meet the sustainability objectives and should not be approved for inclusion in the final LDP.

Change suggested by respondent:

Remove site.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t6y

5875 Object

Document Element: HG4 (1)

Respondent: Mr Andrew Murphy [3408]

Summary:

I object to the inclusion of site 4069 in the settlement boundary, citing lack of justification and negative impacts on Colwinston's heritage, landscape, and conservation status. I believe the site is unviable, would cause flooding, increase traffic and safety issues, and is inconsistent with previous assessments. It is not served by transport or active travel routes and experiences significant traffic. The absence of proper consultation and supporting evidence on housing needs further undermine the proposal. I argue that the development would harm the village's character, heritage, and community cohesion, contravening statutory and policy obligations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t7b

5934 Object

Document Element: HG4 (1)

Respondent: Mr Philip Jacobs [3429]

Summary:

I oppose including Candidate Site 4069 east of Colwinston in the RDLP 2021-2036 due to insufficient transport infrastructure, lack of housing demand evidence, difficult access, and potential disruption to farming and countryside. The site's greenfield status should be protected, and brownfield options like Llandow airfield considered instead. The proposed settlement boundary change is unjustified and would lead to overdevelopment, significantly increasing village size and altering its character. The site's location and infrastructure issues make it unsuitable for development. This would be overdevelopment of a village with poor infrastructure and services and proposed land does not form a natural extension.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t9v

5945 Object

Document Element: HG4 (1)

Respondent: Mrs Claire Hereward [3437]

Summary:

I object to including Site 4069 within the settlement boundary of Colwinston due to concerns over heritage, landscape, infrastructure, and sustainability. The site's development would erode the village's historic character, conflict with heritage protection principles, and adversely impact views and the rural setting. It would cause a disproportionate increase in village size, strain local roads, and exacerbate flooding and drainage issues. The site's poor sustainability performance, limited community consultation, and loss of valuable agricultural land further justify its exclusion. I request the site remains outside the settlement boundary to preserve Colwinston's character and

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Claire Hereward - Letter Representation - https://valeofglamorgan.oc2.uk/a/t9m
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3x5

5959 Object

Document Element: HG4 (1)

Respondent: Mr Rhys Davies [3442]

Summary:

I object to including Site 4069 within the settlement boundary of Colwinston. The site is part of the rural setting and contributes to the open countryside, which the plan would erode, conflicting with heritage protection. The site's development would harm the historic character, landscape, and visual views, and contradict sustainability assessments showing negative impacts. Concerns include flood risk, inadequate infrastructure, traffic congestion, limited public transport, and the loss of valuable agricultural land. The proposal lacks justified need and would disproportionately increase the village's size, risking its character and conservation status.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Rhys Davies- Representation Letter - https://valeofglamorgan.oc2.uk/a/tvr
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3xd

5977 Object

Document Element: HG4 (1)

Respondent: Mr Alan Horton [3446]

Summary:

I am objecting to the inclusion of grounds Site ID 4069 Land East of Colwinston on two principal grounds. These are:
1. The unjustified redrawing of the settlement boundary to include candidate site 4069

2. inclusion of this site for affordable housing, being unsustainable and un...
I am objecting to the inclusion of grounds Site ID 4069 Land East of Colwinston on two principal grounds. These are:
1. The unjustified redrawing of the settlement boundary to include candidate site 4069

2. inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause significant irreversible damage to village heritage status.

Where are the pathways promised?

The inclusion of this site is it fails to reflect planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved for inclusion in the final LDP.
more

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tvh

6008 Object

Document Element: HG4 (1)

Respondent: Mr John Lloyd [3448]

Summary:

1. Fails to reflect planning policies and LDP objectives.
The site forms part of the Conservation Area's rural setting, and development would conflict with the statutory duty to preserve it and lacks clear justification.
2. The village of Colwinston is identified as a Country Treasure.
3. Site is not supported by the Integrated Site Impact assessment.
4. Digital approach to consultation has likely excluded many residents from engaging.
5. Recent and proposed growth is disproportionate to the scale of the historic village, harming its conservation status and community cohesion, with no clear housing need.
6. The site was previously deemed unsuitable, and this change conflicts with impact assessments and policy.
7. The site has drainage, flooding, and sewer capacity issues linked to Cowbridge Wastewater Treatment Works.
8. Traffic, parking, and safe walking and cycling have already worsened due to earlier development. The A48 junctions fail to meet current planning standards, and any road upgrades would harm the village's character.
9. Colwinston has no direct public transport links (Greenlinks is an inadequate alternative), and extra traffic from new development and the school already makes walking and cycling less safe.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tvq

6031 Object

Document Element: HG4 (1)

Respondent: Miss Caroline Nightingale [3458]

Summary:

I oppose the inclusion of Site ID 4069 (Land East of Colwinston) due to its significant expansion, which threatens the village's character and heritage. The village has recently grown substantially, and further development could harm its historic, rural nature. Concerns also exist regarding poor road access, congestion, lack of public transport, limited local services, and infrastructure issues such as flooding, water pressure, and sewerage. This site shares reasons for rejection in previous phases, including highway constraints and limited facilities, making further development unsuitable.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3jr

6058 Object

Document Element: HG4 (1)

Respondent: Mr Stuart Thomas [3460]

Summary:

I object to including Site ID 4069 east of Colwinston due to the unjustified boundary redrawing and its unsuitability for affordable housing, risking irreparable harm to village heritage. The site contradicts planning policies, LDP objectives, and sustainability criteria, with adverse impacts on local environment, drainage, flooding, traffic, and community cohesion. There are known drainage and flooding issues in and around this site together with sewerage system capacity connectivity issues with the Cowbridge Wastewater Treatment Works. Previous assessments deemed it unsuitable, and current infrastructure issues worsen risks. Colwinston lacks direct links to public transport and increased traffic from development and the school already compromises safety for walking and cycling. The digital consultation may have excluded local participation. Overall, the site's inclusion is unsupported by evidence and contradicts policies.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tc7

6258 Object

Document Element: HG4 (1)

Respondent: Mr Stephen Wayne Jones [3504]

Summary:

I oppose the inclusion of Site ID 4069 (Land East of Colwinston) due to its adverse heritage and landscape impact, risking the character and conservation status of the historic village. The site lacks transport sustainability, with inadequate public transport and safety concerns from increased traffic. Services are insufficient; there is poor connectivity, no mains gas, and flood risks. The site shares reasons for rejection of other local sites, including highway constraints and limited facilities. Additionally, I believe the consultation process has been insufficient, excluding many residents from participation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3j7

6259 Object

Document Element: HG4 (1)

Respondent: Mrs MICHELLE DAVIES [3267]

Summary:

I object to including Site ID 4069 East of Colwinston, citing concerns about flooding, overdevelopment, and the village's capacity. I believe redrawing the boundary alters the rural, conservation area without sufficient justification, risking harm to heritage and landscape. The development conflicts with sustainability policies, has faced repeated adverse assessments, and lacks adequate resident consultation. Increased traffic, poor public transport links, and existing drainage issues further justify opposition. With seven houses for sale and current flooding problems, I see no need for additional development in the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3jk

6298 Object

Document Element: HG4 (1)

Respondent: Mr Kevin Darke [3527]

Summary:

I object to including Site ID 4069 in the LDP due to unjustified boundary changes, heritage and landscape damage, and failure to meet planning policies and sustainability objectives. The site's inclusion threatens the village's Conservation Area status, conflicts with policies, and is not supported by impact assessments. Concerns also include inadequate resident consultation, overdevelopment, past unsuitable assessments, flood risk, traffic issues, and poor public transport links. I believe the proposal would cause irreversible harm to Colwinston's character and community cohesion.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tfx

6300 Object

Document Element: HG4 (1)

Respondent: Mr Ioseff Davies [3528]

Summary:

I object to the inclusion of Site ID 4069, citing flooding risks, impact on local wildlife and countryside, and the lack of public transport infrastructure.

I believe development would increase flood risk, evidence suggests that concern around flooding can impact negatively on people's health. Has a health impact assessment been undertaken?

This will negatively impact nature and harm protected habitats. The fields are designated farming/agricultural land.

The site’s suitability conflicts with government policies promoting sustainable transport and the local conservation area.

There is no public transport infrastructure, meaning that all house owners will be required to use cars, so it is at odds with government policy to increase active sustainable transport.

Previous assessments deemed the site unsuitable for development, and current proposals seem inconsistent with housing need, thus undermining proper planning principles.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tgp

6311 Object

Document Element: HG4 (1)

Respondent: Mr Brett Clee [3536]

Summary:

I object to the inclusion of Site ID 4069, Land East of Colwinston, on two main grounds: the unjustified redrawing of the settlement boundary and the site’s unsustainability for affordable housing, which could harm village heritage and contradict planning policies. Previous assessments deemed the site unsuitable due to its intrusion into open countryside and scale. My additional concerns include major highway constraints, increased congestion, local flooding risks, and inadequate infrastructure to support a larger population, which would further impact the village’s environment and safety.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mg

6323 Object

Document Element: HG4 (1)

Respondent: Mrs Nikki Hatch [2814]

Summary:

I oppose the inclusion of Site 4069 east of Colwinston due to excessive proposed growth, which would alter its character and erode its rural and historic identity. The site's development would worsen flooding problems and damage natural drainage. Increased traffic, lack of safe walking or cycling routes, and poor road safety standards further justify my objections. I believe the boundary change lacks sufficient evidence or justification, risking further incremental expansion that would undermine the village's spatial integrity and rural character.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

6323- Rep Additional Mrs Nikki Hatch [2814] - https://valeofglamorgan.oc2.uk/a/th6

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sk

6340 Object

Document Element: HG4 (1)

Respondent: Mrs Susan jayne Morris [1484]

Summary:

Since the original planning approval for 64 houses at Heol Cae Pwll, circumstances have changed significantly. The enlarged school now attracts more children from a wider area, primarily brought by car due to the lack of public transport. This has caused substantial traffic congestion, especially at peak school times, creating serious safety concerns. Additional housing would increase traffic, worsening congestion and safety risks. I strongly recommend a full traffic survey and risk assessment before approving further development, to avoid worsening an already dangerous situation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

1484 Morris Colwinston (6340)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/thn

6342 Object

Document Element: HG4 (1)

Respondent: Mr Rhydian Davies [2806]

Summary:

I object to including Site 4069 within the settlement boundary of Colwinston due to concerns over heritage, landscape, infrastructure, and sustainability. The site, part of the rural and historic setting, would alter the village's character, conflicting with conservation duties and previous assessments. The proposed development shows significant negative impacts in sustainability, traffic, flood risk, and access, while also requiring the loss of valuable agricultural land. The limited community consultation and lack of evidence for need further justify my opposition, which aims to preserve Colwinston's character and rural integrity.

Change suggested by respondent:

The site is not allocated for development and
remains outside the defined settlement boundary.

Sound: Not specified

Attachments:

6342- Submission Mr Rhydian Davies [3547] - https://valeofglamorgan.oc2.uk/a/thq
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sj

6368 Object

Document Element: HG4 (1)

Respondent: Mr Peter Graham-Woollard [3436]

Summary:

Based on the environmental evidence from the adjacent Heol Cae Pwll development this proposal is fundamentally flawed and will seriously exacerbate land drainage and service issues in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tjd

6375 Object

Document Element: HG4 (1)

Respondent: Mr Terry Morgan [3562]

Summary:

Site ID 4069 Land East of Colwinston
I strongly object to Candidate Site ID4069 – land East of Colwinston. This proposed site is not acceptable in this historic and conservation little village. Apart from the fact that there is no clear access to the site, the proposed development goes against the current overloaded housing in this Heritage village in the Rural Vale. Not only is there a drainage and flooding risk which was acerbated by the last recent housing over development next door to this proposed site. There would be a considerable increase in vehicle traffic (30 more houses, up to 50 more vehicles plus delivery and tradesmen conveyances). There are only a few pavements in the village, no buses, no shops and a mile walk along narrow lanes to the nearest highway (A48). No children cycling is permitted by the parents because it is too dangerous. Also, twice a day there are traffic problems outside the village school caused by non-village parents and their oversized vehicles. The Vale councilors just dump these developments in the Rural Vale with little regard to the welfare, safety and wellbeing of the current residents

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mp

6381 Object

Document Element: HG4 (1)

Respondent: Mrs Tess Lewis [3565]

Summary:

1. The unjustified redrawing of the settlement boundary to include candidate site 4069 as it is an intrusion into scarce prime agricultural land.

2. inclusion of this site for affordable housing, is unsustainable and unviable and likely to cause significant irreversible damage to village heritage status.

The inclusion of this site fails to reflect your current planning policies and LDP objectives. It fails on the majority of Impact Sustainability objectives and should not be approved for inclusion in the final LDP. The proposed development will result in additional traffic as 25 houses will result in about 50 extra motor vehicles. This is because of the absence of a bus service for the village with the main road being over a mile from the proposed site. The existing highways in the village do not meet basic safety standards. I do not believe that this has been taken into account. Unless you can demonstrate otherwise, no research has been undertaken by yourselves into the vehicular implications of such a development to the existing houses and the increased danger to the public that would arise from this.
Yours faithfully

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3n3

6423 Object

Document Element: HG4 (1)

Respondent: Mr Simon Beeston [3345]

Summary:

The redrawing of the settlement boundary to include the site is unjustified.

Inclusion of this site for affordable housing, being unsustainable and unviable and likely to cause significant irreversible damage to village heritage status.

Inclusion of this site is not supported by the Integrated Site Impact Assessment .

Overdevelopment combined with recent developments in the village is not proportionate to the scale of the historic village and is damaging to its conservation status and community cohesion.

This site has been judged as unsuitable several previous occasions by the Local Authority.

There are known drainage and flooding issues in and around this site together with sewerage system capacity connectivity issues.

Increased levels of car use from the previous housing and primary school development has already adversely affected traffic flows.

This site does not meet transport sustainability objectives. Colwinston lacks direct links to public transport and active travel is inadequate.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tzd

6426 Object

Document Element: HG4 (1)

Respondent: Amy Hearne [3583]

Summary:

The village of Colwinston is identified as a county treasure and more development of the village would have a detrimental impact on the character and setting of the conservation area contrary to policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3np

6472 Object

Document Element: HG4 (1)

Respondent: Mrs Rebekah Louise Davies [3598]

Summary:

I object to including Site 4069 within the Colwinston settlement boundary, citing concerns about heritage impact, sustainability, infrastructure, traffic, flood risk, and agricultural land loss. The site's inclusion would alter the historic character, conflict with conservation policies, and cause disproportionate growth—about 57% since 2016. The proposal lacks sufficient justification, ignores previous assessments, and overlooks negative sustainability impacts. Limited community consultation and inadequate infrastructure further justify my opposition. I urge the site remains outside the settlement boundary to protect Colwinston's character and environmental value.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

6472-Rebekah Louise Davies Attachment [3598] - https://valeofglamorgan.oc2.uk/a/4s9
Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sf

6517 Object

Document Element: HG4 (1)

Respondent: Mr Peter Graham-Woollard [3617]

Summary:

This site is adjacent to the earlier Heol Cae Pwll Development and St Davids Church in Wales rebuild. These projects as predicted exacerbated a wide range of existing local service issues from drainage, flooding, sewerage, access, gas, electricity and narrow and congested highways. The area above the site from the A48 naturally drains via Heol Cae Pwll, Beech Park, Church Lane and The Vines. Flooding in the lower areas is still a frequent occurrence and often closes the roads. The lack of mains services along with attendant HGV's delivering oil and gas alongside heavy farm traffic makes the lanes very congested, even impossible at school drop off and collection times. This is only offset by the operation of a voluntary one way system at such times. Heol Cae Pwll represented a 42% increase in housing stock and against the background summarised above was always going to create problems. Dangerous driving is an issue in the area. As things stand it is a fact that we can no longer continually erode agricultural land at serious risk to the environment, food security and our climate. As such there should be a presumption against such rural developments and reconsideration given to for example the previous proposed Llandow Newedd brown field site.

Change suggested by respondent:

Remove allocation and reconsider alternative brownfield sites.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/tpw

6556 Object

Document Element: HG4 (1)

Respondent: Julia Olson [3441]

Summary:

This site is unsuitable due to access and safety concerns, conflict with local and national planning and sustainability policies, and will negatively impact the environment and habitat surrounding the village. It will add to the car-dependent nature of the village without public transportation or active travel connections and should be considered unsustainable and inappropriate.

1. Change to the settlement boundary is unjustified and unsupported by planning policy or goals. It is in conflict with the existing arrangement and form of the village and would facilitate future 'rounding off' of the boundary to the north and south.

2. Despite the need for affordable housing, this site remains unsuitable for exactly the same reasons in the November 2023 Candidate Site Assessment Register and why site 453 (larger area of this site) was rejected.

3. Minor Rural Settlement with a limited number of local facilities, including a church, pub, and primary school. This results in car-dependency. The score of '6' for having a regular bus service is factually incorrect. The correct score would be '0' due to a lack of bus or cycle provision. There is no active travel linking non-vehicular modes of movement within any proximity of the site.

4. Detrimental to the safety in the village due to the additional traffic placed on the narrow country roads. With existing traffic, no footway and poor visibility, the roads into village are often already dangerous.

5. Access can only be developed through Heol Cae Pwll which has not been adopted locally by the Council. Adding 25 homes would create unacceptable risk to the road safety on Heol Cae Pwll. This access arrangement would be unsafe, especially during construction.

6. An existing Public Right of Way (PRoW) runs along the hedgerow to the west of the site. Development of the site will change the character or location of this route which would be inappropriate. If the site goes forward, the Council should require extensive GI corridors along the existing hedgerows to retain the PRoW.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3rk

6640 Object

Document Element: HG4 (1)

Respondent: Colwinston Community Council (Mrs C Roach, Clerk) [232]

Summary:

Colwinston Community Council formally objects to Land to the East of Colwinston being included in the RLDP 2021–2036.

ISA assessment shows 82% negative impact, with only minimal positives (proximity to a primary school and delivery of 25 homes).

Council states the site is fundamentally unsuitable and would cause significant, irreversible harm to the village.

1. Settlement Character, Conservation and Heritage

Colwinston is a rural Conservation Area with ancient woodland, SINC 147, heritage trail, Scheduled Monuments and County Treasures.

Site 4069 would significantly alter the village’s historic form, identity and rural setting.

Development would harm long-range landscape views and the setting of the Conservation Area.

Country Treasures report states development on eastern boundary would damage the Conservation Area’s character.

Site forms part of agricultural context essential to the village's historic evolution.

2. Overdevelopment of the Village
Colwinston had ~155 homes before Heol Cae Pwll; that development added 64 homes (35% affordable).
Adding 25 further homes would represent 57% growth since 2016, disproportionate for a minor rural village.
No evidence of local housing need specific to Colwinston.
Development would change a compact historic village into an urban-style commuter settlement.

3. Unjustified Settlement Boundary Change
Boundary redrawn solely to accommodate Site 4069; lacks justification, evidence or transparent process.
Contradicts Planning Policy Wales which requires prioritising land within existing settlements.
Other nearby sites rejected for constraints identical to 4069, but assessment criteria applied inconsistently.
Site was previously rejected for "unacceptable intrusion into open countryside" — concerns remain valid.

4. Environmental, Landscape and Biodiversity Harm
Loss of Best and Most Versatile (BMV) agricultural land (Grades 1, 2, 3a).
Negative impacts on biodiversity, ancient woodland and wider ecological networks.
Development intersects groundwater protection zones; landscape effects judged "uncertain" in ISA.
Incompatible with environmental protection requirements and placemaking principles.

5. Flooding, Drainage and Infrastructure Constraints
Village sits on a limestone escarpment with known water-management problems.
Area prone to surface water flooding; drainage and sewerage systems already inadequate.
Site intersects flood zones 2 and 3; development could worsen surface-water flooding.
Water supply pressure issues and investment needs make viability questionable.

6. Transport, Connectivity and Road Safety Issues
Village is car-dependent with no safe access to bus routes and no active travel infrastructure.
Nearest bus stops over 1km away on dangerous sections of the A48.
Lanes narrow, twisting and unsafe, with poor visibility and inadequate maintenance.
Increased traffic would worsen congestion around the school and Heol Cae Pwll.

7. Access, Employment and Services
Single narrow access point through Heol Cae Pwll cul-de-sac would be unsafe for increased traffic.
Development displaces agricultural employment.
Essential services (healthcare, secondary education, leisure, employment) all located 5–8km away.
Site contradicts sustainable economic growth aims.

8. Policy Failures and Poor Evidence Base
Inadequate assessment of reasonable alternatives and inconsistent site scoring.
Missing heritage, biodiversity and transport evidence.
National and local planning requirements on sustainability, BMV land, settlement hierarchy and conservation not met.

9. Inadequate Consultation
Digital-only documents inaccessible for many residents due to poor connectivity.

Consultation events held outside rural areas, at unsuitable times.
Submission process complex, limiting fair public participation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

6640- Submission Colwinston Community Council (Mrs C Roach, Clerk) [232] - https://valeofglamorgan.oc2.uk/a/353

6665 Comment

Document Element: HG4 (1)

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

HG4 (1) Land to the East of Colwinston
Land Contamination: The site is located over a principal aquifer. Any development would need to consider the hydrological setting of the site and vulnerability of pollution.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6989 Comment

Document Element: HG4 (1)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The water network can supply the proposed development.
Wastewater - The public sewerage network can accept potential foul flows from this development site.
Wastewater Treatment Works - Cowbridge WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7053 Object

Document Element: HG4 (1)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The site was rejected and considered not suitable for further consideration. In fact, and unlike 'Land at Heol Fain, Wick' and 'Land to north and west of Westwinds Business Park' it was stated that this site "could not be considered as a suitable affordable housing led development site". Despite this, this site is identified to be allocated as an Affordable Housing Led Allocation. As such, the inclusion of this site is "unsound".

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7155 Object

Document Element: HG4 (1)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The site was rejected and considered not suitable for further consideration. In fact, and unlike 'Land at Heol Fain, Wick' and 'Land to north and west of Westwinds Business Park' it was stated that this site "could not be considered as a suitable affordable housing led development site". Despite this, this site is identified to be allocated as an Affordable Housing Led Allocation. As such, the inclusion of this site is "unsound".

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7176 Object

Document Element: HG4 (1)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The site was rejected and considered not suitable for further consideration. In fact, and unlike 'Land at Heol Fain, Wick' and 'Land to north and west of Westwinds Business Park' it was stated that this site "could not be considered as a suitable affordable housing led development site". Despite this, this site is identified to be allocated as an Affordable Housing Led Allocation. As such, the inclusion of this site is "unsound".

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

4473 Support

Document Element: HG4 (2)

Respondent: Mr and Mrs JL and GP Jones [2804]

Summary:

I believe you should develop the field as we need affordable housing in the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swf

4474 Comment

Document Element: HG4 (2)

Respondent: Mr and Mrs JL and GP Jones [2804]

Summary:

I wondered why you didn't use your official Notice Board at the Bus stop.

Having looked at the L PD I wondered about the following points from the notice.

1. There was no bypass showing on the plan. Have you abandoned this? As you are aware our close was built only because of the Bypass proposal.
2. You do not outline the entry and exit for traffic serving these dwellings.
3. You ignore the Right of Way, are you altering this again? 4. I note you outline25 Dwellings, are these Flats, Houses, what?
5. It would be good to include a small village green against your plan.
6. It seems strange to me to outline 25 dwellings on such a large area, or have you more plans in mind?
7. Have you notified the Village Hall Committee of your plans.
8. Have you notified the Village Hall re your meeting of the L D P in Cowbridge Town Hall, why not a meeting in our Village Hall where you would be able to answer our concerns?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swf

4531 Support

Document Element: HG4 (2)

Respondent: Triangle Property Holdings [3757]

Agent: Mango Planning

Summary:

On behalf of the proposer, I write to confirm that we support the application of Land west of Maendy Road, Aberthin under Policy HG4(2).

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5253 Object

Document Element: HG4 (2)

Respondent: Mr Gary Rees [3194]

Summary:

I am writing to formally object to the planning proposal for the construction of 25 new houses in Maes Lloi, Aberthin for the following reasons:
1. The land has previously been rejected for development as it would constitute sporadic development in the countryside.
2. The RLDP directs growth to strategic and sustainable locations. Aberthin is classified as a Minor Rural Settlements not a sustainable growth location. The RLDP states that development should be focused on the Strategic Growth Area and Service Centres.
3. Cowbridge is already delivering substantial planned growth. Cowbridge, a designated service centre, has hundreds of homes either under construction or allocated. Infrastructure, services and sustainable transport are concentrated there- not in Aberthin.
4. The proposal represents disproportionate growth. Adding 25 dwellings would increase the size of Aberthin by approximately 15% in a single development.
5. Significant highway safety concerns. Introducing another junction would exacerbate existing safety risks.
6. Flood Risks and infrastructure concerns. Parts of the site fall within flood zone 2 and 3 requiring a full Flood Consequence Assessment.
7. This is a much valued green space, widely used by villagers and forms part of the walking route between Aberthin and Cowbridge.

Change suggested by respondent:

Reconsider the proposed development.

Sound: No

Attachments:

Paper Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sb

5304 Object

Document Element: HG4 (2)

Respondent: Dr Kate Watts [3225]

Summary:

Greenfield site - currently enjoyed by many, many villagers for walking dogs and children.
Issues with water / flood plain?
The main road is already difficult to negotiate , particularly for school children, and was made 20 before the national limit was changed because of issues. Another turning and increased traffic will make this so much worse.
Completely unrealistic proposals when new primary school opened that people walk to the primary school. As if a mother has a spare hour in the morning to walk a 4 year old to school (& back), probably baby and/or older child in tow

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5318 Object

Document Element: HG4 (2)

Respondent: Mrs G Tasker [3230]

Summary:

There are more than four hundred new houses being built at the top of Cowbridge, which must comprise the local area's quota of new accommodation without adding to the rural Vale villages as well.
The development at the top of Aberthin village of 20 houses has - contrary to the assertion in planning documents that the inhabitants would travel to and from Cardiff and Bridgend by bicycle and train - resulted in markedly increased car traffic in and around the village. The promised 'central play area' consists of large boulders and a bench.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5322 Object

Document Element: HG4 (2)

Respondent: Ms Elizabeth Jenkins [3233]

Summary:

Aberthin is a Minor Rural Settlement.
The RLDP spatial strategy directs the majority of housing growth to sustainable locations, higher order settlements and service centres where employment, services, public transport and infrastructure are available. THAT IS NOT ABERTHIN.
Not being built within existing village boundaries.
25 houses would represent a 14% increase.
Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted 177 additional pupils (6 with Aberthin).
An additional side Road would increase existing traffic hazards through Aberthin.
The area specified is used by local dog walkers and walkers. It is a community pathway to Cowbridge.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5343 Object

Document Element: HG4 (2)

Respondent: Mr David Metcalf [3234]

Summary:

This proposed development sits outside of Aberthin's natural boundaries on a greenfield site with no good road access; it's also on a flood plain - it doesn't take a genius to recognise that it is a totally unsuitable place for a housing development and it should never have made a proposed list in the first place. What a complete waste of tax payers time and money. The Vale should focus on brownfield sites and infill in existing towns and villages rather than build on virgin land.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5345 Object

Document Element: HG4 (2)

Respondent: Mr David Metcalf [3234]

Summary:

This is a totally unsuitable location for housing - it is outside of Aberthin's natural boundary, has no good road access, is on greenfield land and on a flood plain.

Change suggested by respondent:

The proposal for houses to be built on the land west of Maendy road should be dropped from the plan - it is patently obvious that this is a totally unsuitable location.

Sound: No

Attachments: None

5352 Object

Document Element: HG4 (2)

Respondent: Miss Jillian Arnold [3240]

Summary:

Aberthin is a minor rural settlement.
The RLDP spatial stategy directs the majority of housing growth to sustainable locations, higher order settlements, and service centres where employment, servises, public transport and infrastructure are available. THAT IS NOT ABERTHIN.
Not being built within existing village boundaries.
25 houses would represent a 14% increase.
Insufficient capacity in Cowbridge Comprehensive School to accomodate RLDP forcasted 177 additional pupils (6 with Aberthin development).
An additional side road would increase existing traffic hazards through Aberthin.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5397 Object

Document Element: HG4 (2)

Respondent: Mrs Alexandra Jenkins [2454]

Summary:

The proposed development should be rejected on several planning grounds. The site was previously dismissed in the Local Development Plan as sporadic countryside development unrelated to Aberthin and remains outside the settlement boundary. Aberthin is classified as a Minor Rural Settlement, where the RLDP directs only limited growth, prioritising Strategic Growth Areas and Service Centres. Nearby Cowbridge—a designated Service Centre—is already delivering significant housing, including the Clare Gardens scheme with 405 homes. Adding 25 dwellings in Aberthin would represent disproportionate expansion (around 15% growth) rather than small-scale development which raises serious highway safety concerns on an already heavily trafficked route.

Change suggested by respondent:

The proposed development should be rejected on several planning grounds.

Sound: Not specified

Attachments: None

5416 Object

Document Element: HG4 (2)

Respondent: Mr Matt Hussain [3250]

Summary:

I wish to object to this proposed development

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5417 Object

Document Element: HG4 (2)

Respondent: Ms Jenny Hughes [3251]

Summary:

An additional side road in Aberthin with poor visibility would be very dangerous.
Aberthin is a minor rural settlement with poor employment and transport links and the proposed site is not within the village boundary.
Deleterious affect on nature and biodiversity, rare orchids grow on the proposed site.
New houses in Cowbridge (Clare gardens) are not selling and building is not yet complete there, has been taking years longer than projected bringing into focus the need for similar houses so close to this site.
Insufficient capacity of local schools, GP surgery.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5420 Object

Document Element: HG4 (2)

Respondent: Professor Stephen Jolles [3252]

Summary:

No further requirements for houses
The plan has exceeded requirements
Houses at Darren Farm nearby have taken years and there has not been anticipated demand
The road for planned access will be dangerous turning with poor visibility onto a busy road
It is on a flood plain and is used recreationally

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5421 Object

Document Element: HG4 (2)

Respondent: Mrs Linda Edwards [3253]

Summary:

I strongly object to further development in this area. Rural vale has very few green spaces left and any development would be to the detriment of wildlife and the environment. Increased transport, particularly affecting Llanquian Road area which is a conservation area is undesirable.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5441 Object

Document Element: HG4 (2)

Respondent: Mrs Mary Woods [3256]

Summary:

This proposal appears to be over development in a rural area which is a flood plain. In addition, access is proposed on a busy road.
The village does not have the infrastructure to cope with additional housing and schools are already oversubscribed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5458 Object

Document Element: HG4 (2)

Respondent: Ms R Williams [3265]

Summary:

The allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk)

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/tsh

5499 Object

Document Element: HG4 (2)

Respondent: Ms Kate Davies [3274]

Summary:

I oppose the housing development due to flood risk, poor public transport, and dangerous roads that pose safety concerns. The development would worsen traffic, increase pollution, harm local wildlife and habitats, and strain already limited utility services. The village lacks amenities such as schools, shops, and healthcare, and is on a flood plain, making construction inappropriate. It would destroy the village's character, exacerbate flooding, and cause major road disruption. Overall, the site is unsuitable for housing development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5509 Object

Document Element: HG4 (2)

Respondent: S Coleman [3276]

Summary:

I strongly object to this development. Aberthin is a minor rural settlement; a 14% expansion contradicts the LDP spatial strategy, which directs growth toward sustainable, higher-order service centres with established infrastructure. Aberthin lacks the necessary employment, services, and public transport to support this scale.
Furthermore, local primary/secondary schools and GP surgeries lack the capacity to accommodate additional residents. Finally, the proposed access road increases traffic hazards on routes already difficult for pupils to cross safely. This development represents unsustainable growth that would detrimentally impact the village's character, safety, and overstretched essential services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5562 Object

Document Element: HG4 (2)

Respondent: Mr Esther Fines [3294]

Summary:

I oppose development in this area because it would create a gateway onto greenfield sites unsuitable for housing. The land is a flood plain, and building would displace water and harm local habitats. It would also strain existing infrastructure and worsen traffic issues on an already unsuitable road, especially near the Farmers Arms pub, where pavements are inadequate and pedestrian safety is at risk. Allowing development here would negatively impact the environment, local biodiversity, and community safety.
It will turn a small village into an extension of Cowbridge placing strain on limited provisions.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5563 Object

Document Element: HG4 (2)

Respondent: Mrs Yvonne Owens [3297]

Summary:

I object to this planning application for a number of reasons. 1 being the amount of extra traffic that would be driving through the village. There are many school children crossing the road in Aberthin and there is no safe place, no zebra crossing. The added risk to the children alone is reasons for objection. Many villagers use the fields to walk their dogs or just enjoy walking there by themselves.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5595 Object

Document Element: HG4 (2)

Respondent: Ms Anne Llion [3304]

Summary:

I am objecting as I consider the proposed site completely unsuitable. Apart from the fact it is on a flood plain, the road through Aberthin is well known for being hazardous to pedestrians, particularly the children who go to the comp. To build more houses here is only going to add to the danger of this stretch of road by increasing the flow of vehicles turning on and off into the development and seriously increasing the chance of a collision around the blind bend.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5597 Object

Document Element: HG4 (2)

Respondent: Mr Simon Dillon [2727]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. The supporting document submitted alongside this representation details evidence of these failures, including conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - Redacted - https://valeofglamorgan.oc2.uk/a/3pd

5611 Object

Document Element: HG4 (2)

Respondent: Cowbridge with Llanblethian Town Council (N Alexander, Chief Officer) [2545]

Summary:

Cowbridge with Llanblethian Town Council opposes this scheme.
Concerns are held regarding access to the site. The footpath is not wide enough. Exiting the site onto the sharp corner is dangerous. The number of houses proposed in the site is significant in relation to the size of Aberthin, totalling approximately a 10% increase. Aberthin is a Minor Rural Settlement, not a Strategic Growth Area. Policy HG4 requires development in rural settlements to be small-scale and proportionate. The proposals would result in outward expansion, not minor infill. There is concern that this site is partially within Flood Zones 2 and 3.

Questions brought to Cowbridge Town Council in February 2026, for response by the Vale of Glamorgan Council are:
1. What material change has occurred since the previous rejection that now makes this site related to the settlement?
2. How is a 10% single-step expansion proportionate for a Minor Rural Settlement?
3. Why is rural greenfield expansion required when Cowbridge is already delivering substantial growth as a Service Centre?
4. Where are the sustainable transport and infrastructure measures that align this site with the Plan's spatial strategy?
5. How has the Council demonstrated that the site is genuinely deliverable while still providing the mandatory 50% affordable housing? An allocation does not automatically transform open countryside into settlement. It must be justified, proportionate, sustainable and deliverable, which has not been demonstrated with evidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t3f

5615 Object

Document Element: HG4 (2)

Respondent: Mr Scott alford [3311]

Summary:

Concern regarding the proposed development in our village. The site is green belt and is located adjacent to SSI nature fields. Local infrastructure does not appear to have the capacity to accommodate additional demand, as schools, GP services and parking are already oversubscribed. The proposal would also increase traffic on roads that are already under pressure, raising congestion and highway safety concerns. Development of this land would harm the character of the area and reduce the quality of life for existing residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5621 Object

Document Element: HG4 (2)

Respondent: Mr Kevin Adams [3315]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Second, the site is not necessary for delivery of the Plan's housing strategy.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t3q

5622 Object

Document Element: HG4 (2)

Respondent: Mrs Rhian Adams [3316]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Second, the site is not necessary for delivery of the Plan's housing strategy.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t4r

5624 Object

Document Element: HG4 (2)

Respondent: Mrs Liz George [3293]

Summary:

As residents of Aberthin Village we object to the housing development -2299 land west of Maendy Road, Aberthin
This field is not within the existing village boundaries. 25 houses would represent a 14% increase. The traffic on the A4222 running through Aberthin is already a big issue for residents when trying to cross this very busy road even though there is a 20 mph speed limit which no one seems to adhere to. Aberthin is a minor rural settlement which does not seem to fit in with the RLDP strategy with regard to housing growth in sustainable locations.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5657 Object

Document Element: HG4 (2)

Respondent: Mr Tudor Williams [2734]

Summary:

The proposal raises several concerns. Part of the site lies within Flood Zone 3 and an area of high surface water flood risk, development could also worsen flooding in the village. Aberthin is not considered a sustainable location for growth, the site is unnecessary as other allocations already exceed housing requirements by 770 homes. New access onto Maendy Road would worsen existing highway safety issues. The scheme would increase village housing by about 14% from one site, and the land was previously refused as an unnecessary incursion into the countryside outside the village boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t44

5700 Object

Document Element: HG4 (2)

Respondent: Mrs Fran Winterbottom [3339]

Summary:

Opposition to planning to greenfield site 2299

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5734 Object

Document Element: HG4 (2)

Respondent: Mrs susan edwards [3222]

Summary:

The road through Aberthin with the very sharp bend by the Farmers Arms is extremely dangerous even though a 20 mph has been applied.
The volume of traffic along this stretch has increased enormously over many years as a consequence of the building of hundreds of house in Ystradowen and beyond
I believe that more houses are proposed for Ystradowen
All this will come through Aberthin and up to the A48 via Penylan Road which is narrow with sharp double bends
To create another access onto this road would be an unacceptable
A pedestrian crossing has not been permitted due to the proximity of the very sharp bend through the village.
2 The field to be developed is on the flood plain which could lead to flooding.
3. The area adjoins the conservation area which wilbe detrimental to the aspect from it

Change suggested by respondent:

It is difficult to say what is needed to alter the plan except that i feel this is an unsuitable area for development

Sound: No

Attachments: None

5742 Object

Document Element: HG4 (2)

Respondent: Mrs Stephanie Dillon [3338]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. The supporting document submitted alongside this representation details evidence of these failures, including conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary. Provided supporting document and evidence of petition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - Redacted - https://valeofglamorgan.oc2.uk/a/3pf

5766 Object

Document Element: HG4 (2)

Respondent: Mrs Lyn Rees [3220]

Summary:

The proposal represents disproportionate growth as adding 25 dwellings would increase the size of Aberthin by approximately 15% in a single development. Existing significant highway safety concerns for this busy and dangerous road between Cowbridge and Ystradowen and adding another side road is not a sensible move. Flood risk and infrastructure concerns as part of the site fall within flood zones 2 and 3. The RLDP directs growth to strategic and sustainable locations,Aberthin is classified as a Minir Rural Settlement not a sustainable growth location.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5776 Object

Document Element: HG4 (2)

Respondent: Keith Harrap [3366]

Summary:

1. The proposed access onto the Aberthin Maendy Road will create an unacceptably dangerous junction at what has already been been recognised by all as a problem length of road. (The danger was recognised in the development of the Spinney and in the discussions about a Pedestrian crossing on Maendy Road where the required viewing lengths could not be met).
2. Further building on this flood plain could lead to flooding and put the existing buildings in danger.
3. This development adjoins a Conservation Area and will damage the view out from that area.
4. It is I believe outside the village envelope.

Change suggested by respondent:

-

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t68

5796 Object

Document Element: HG4 (2)

Respondent: Mrs Rishmal Mitten [3376]

Summary:

The area will be over developed. It is a beautiful, scenic, natural environment and the boundary of Aberthin will be compromised.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5805 Object

Document Element: HG4 (2)

Respondent: Mr Nicholas Paine [3379]

Summary:

Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The site lies entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t7r

5809 Object

Document Element: HG4 (2)

Respondent: Mrs Jackie Lightfoot-Paine [3381]

Summary:

Aberthin is a Minor Rural Settlement with limited development scope. A proposed 25-dwelling expansion would increase the settlement by about 14%, but part of the site is in Flood Zone 3, where highly vulnerable greenfield development is generally not permitted unless essential, which it is not given the housing surplus and lack of local need. The village has minimal services, limited public transport, and existing traffic concerns. The site is within a Special Landscape Area, near Cors Aberthin SSSI, and features historic hedgerows, contributing to the countryside setting.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t7s

5821 Object

Document Element: HG4 (2)

Respondent: Jemma MacLean [3387]

Summary:

I oppose this development alongside fellow villagers for a number of reasons:
1. Unsound justification for expanding outside Aberthin's settlement boundaries
2. Road access not suitable - there have already been road traffic accidents on the stretch of road due to poor visibility around a blind bend, volume of traffic is too heavy for a small village, it is already dangerous for pedestrians crossing due to multiple side-roads and pub carparks feeding into the main thoroughfare.
3. Overdevelopment of more greenfield sites - this area is used by dog walkers, runners and families as a safer, greener alternative walking route into Cowbridge. Building on more of our green spaces is bad for the environment and risks overdevelopment of our rural villages
4. Big building developments are already underway in Cowbridge, and are not complete, so further development is unnecessary so close when infrastructure isn't available
5. Flood plain risks

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5835 Object

Document Element: HG4 (2)

Respondent: Mrs Elizabeth Curtis [3393]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5836 Object

Document Element: HG4 (2)

Respondent: Miss Abigail Pearce [3394]

Summary:

Every morning I struggle to safely cross the already busy and dangerous road to the bus stop, more houses will increase risk to accidents.
I'm concerned the stress the extra houses will have on our already poor facilities, quality of our playground for example, and also school admissions.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5837 Object

Document Element: HG4 (2)

Respondent: Mrs Christine Nicholls [3395]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5850 Object

Document Element: HG4 (2)

Respondent: Mr Kevin Birrane [3400]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5870 Object

Document Element: HG4 (2)

Respondent: Mrs Debbie Jones [3405]

Summary:

This representation objects the allocation of Site HG4 (2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/t78

5964 Object

Document Element: HG4 (2)

Respondent: Mrs susan edwards [3222]

Summary:

1 The proposed access onto the main road through Aberthin will add to an already dangerous stretch of road which has heavy traffic,. The volume of traffic has increased considerably over many years mainly due to the building of hundreds houses in Ystradowen and beyond. More houses are also proposed in that village which will produce even more traffic cutting through Aberthin to Cowbridge and up to the A48 via Penylan Road which is a dangerous lane. This access problem was recognized many years ago when The Spinney was built and the old entrance to Skaife House was closed off. A pedestrian crossing has not been allowed due to the very sharp bend in the village around the Farmers Arms which makes crossing the road very hazardous.

2. The field to be developed is on the flood plain which could lead to flooding of the existing houses.

3. The development adjoins the conservation area and will be detrimental to the aspect from it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/tv3

6019 Object

Document Element: HG4 (2)

Respondent: Mr Laurie S Golden [3456]

Summary:

I would like to point out the unsuitability of this site for development. When Maes Lloi was developed, care was clearly taken to preserve the historic nature of the village of Aberthin by building bungalows and not 2-story houses. If this site were approved for further development, I am sure the developer would need to build 2-story houses to fit 25 on a site of this size which would be totally out of keeping with the structure of the village. 25 4/5 bedroom bungalows would require a much larger ground area.

Aberthin village is clearly part of the attractive views of this part of the Vale as seen from the round Cowbridge footpath on Stalling Downs, and the high ground around Penllyn Castle. A development of any type on this site would stick out from the existing village boundary and definitely scar this view.

This proposed development would further increase traffic hazards through the village. Despite the sign-posted 20 mph speed limit, my own personal observations show that more than 50% of the through traffic totally ignore this speed limit.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tbd

6046 Object

Document Element: HG4 (2)

Respondent: Mrs Susannah Thomas [3454]

Summary:

Lack of sufficient services in the town to support this development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6153 Object

Document Element: HG4 (2)

Respondent: Mr Michael Speirs [3483]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6155 Object

Document Element: HG4 (2)

Respondent: Ms Kelly Morton [3484]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6184 Object

Document Element: HG4 (2)

Respondent: Mr Will Jones [3489]

Summary:

This representation objects the allocation of Site HG4(2) – Land West of Maendy Road, Aberthin (Site 2299). The proposal is unsound for 8 independent reasons, demonstrating inconsistencies with the RLDP strategy and multiple VoG policies. These are conflicts with sustainable development principles, settlement boundary policy, and the protection of greenfield land. This objection is reinforced by strong community opposition, evidenced by 100 signatures on the VoG petition opposing unsustainable expansion outside Aberthin's defined settlement boundary.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6212 Object

Document Element: HG4 (2)

Respondent: The Mindful Architech Ltd (Ms R Ovett) [3497]

Summary:

Object because allocation of Site 2299 appears difficult to reconcile with the Council's own adopted conservation area management guidance, the purpose of the Special Landscape Area designation, and the landscape protection principles established in Planning Policy Wales, raising serious questions regarding the consistency of the site selection process and the overall soundness of the allocation - see attached document

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Document - https://valeofglamorgan.oc2.uk/a/td9

6244 Object

Document Element: HG4 (2)

Respondent: Mrs Christine Williams [3502]

Summary:

Objection to housing development-2299- Land to the west of Maendy Road Aberthin. This field is not within existing village boundaries and so an intrusion onto green field boundaries. The field is in Flood Zone 3.The RLDP spatial strategy directs housing growth to sustainable locations with employment, services and infrastructure. Aberthin is a minor rural settlement for which these houses represent a 14percent increase. The additional traffic from this side road will increase the existing traffic hazards through Aberthin and the difficulty for children and villagers needing to cross the road to catch the bus.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6265 Object

Document Element: HG4 (2)

Respondent: Mr Gary Rees [3505]

Summary:

The allocation is unsound for several independent reasons.

First, the proposal conflicts with the Plan's spatial strategy.

Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.

Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.

Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.

Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.

Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:

• no detailed hydraulic model exists for the Nant Aberthin watercourse,

• no Flood Consequence Assessment has been undertaken at allocation stage,

• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,

• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding

• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,

• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects

on the hydrology of the nearby Cors Aberthin SSSI wetland system, and
• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.
Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.
Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.
Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.
Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.
In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).
For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.
2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.
Evidence disclosure requests (minimum):
a. Robust evidence qualifying necessity under HG4, aligned to national policies
b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.
c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.
d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.
e. The advised 12-month Groundwater monitoring and data
f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.
g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.
h. Dry access/egress assessment for residents and emergency vehicles during flood events.
i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.
j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.
k. Landscape/visual assessment for SLA impacts.
l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.
m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.
3. Confirmation regarding protection of hedgerow
4. Confirmation regarding PRoW

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3k9

6268 Object

Document Element: HG4 (2)

Respondent: Mrs Lyn Rees [3220]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.
Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:
• no detailed hydraulic model exists for the Nant Aberthin watercourse,
• no Flood Consequence Assessment has been undertaken at allocation stage,
• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,
• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding
• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,
• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects on the hydrology of the nearby Cors Aberthin SSSI wetland system, and
• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.
Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.
Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.
Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies

entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.
Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.
In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).
For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.
2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.
Evidence disclosure requests (minimum):
a. Robust evidence qualifying necessity under HG4, aligned to national policies
b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.
c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.
d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.
e. The advised 12-month Groundwater monitoring and data
f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.
g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.
h. Dry access/egress assessment for residents and emergency vehicles during flood events.
i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.
j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.
k. Landscape/visual assessment for SLA impacts.
l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.
m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.
3. Confirmation regarding protection of hedgerow
4. Confirmation regarding PRoW

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kc

6271 Object

Document Element: HG4 (2)

Respondent: Mr Tim Jenkins [3507]

Summary:

An additional side road would increase existing traffic hazards through Aberthin.
Field is not within existing village boundaries.
25 houses would represent 14% increase.
Field is in Flood Zone 3.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services, public transport, and infrastructure. This is not Aberthin, which is a minor rural settlement!
Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils 6 from Aberthin development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kk

6272 Object

Document Element: HG4 (2)

Respondent: Kim Jenkins [3508]

Summary:

An additional side road would increase existing traffic hazards through Aberthin.
Field is not within existing village boundaries.
25 houses would represent 14% increase.
Field is in Flood Zone 3.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services, public transport, and infrastructure. This is not Aberthin, which is a minor rural settlement!
Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils 6 from Aberthin development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3kz

6273 Object

Document Element: HG4 (2)

Respondent: Brigitte Miller [3509]

Summary:

1. An additional side road would increase existing traffic hazards through Aberthin 2. Field is not within existing village boundaries 3. 25 houses would represent 14% increase 4. Field is in Flood Zone 3 5. The RLDP special strategy directs housing growth to sustainable locations, with employment, services, public transport and infrastructure. THIS IS NOT ABERTHIN, WHICH IS A MINOR RURAL SETTLEMENT.
6. Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils from Aberthin development

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3km

6274 Object

Document Element: HG4 (2)

Respondent: Miles Jenkins [3510]

Summary:

An additional side road would increase existing traffic hazards through Aberthin.
Field is not within existing village boundaries.
25 houses would represent 14% increase.
Field is in Flood Zone 3.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services, public transport, and infrastructure. This is not Aberthin, which is a minor rural settlement!
Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils 6 from Aberthin development.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services, public transport, and infrastructure. This is not Aberthin, which is a minor rural settlement!
Insufficient capacity in Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils 6 from Aberthin development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3kp

6275 Object

Document Element: HG4 (2)

Respondent: Jane Sanders [3511]

Summary:

Please note my objection to housing development in land to West of Maendy road Aberthin. The road is very difficult to cross and motorists exceed speed limits by 20 miles in particular at weekends. This is a rural settlement very minor, no shops and only occasional bus sometimes. The field is often flooded and drainage very poor. Please do not allow this to go ahead, as we already have large housing developments angling in cowbridge and ystadowen so road traffic is increasing daily with pavement only one side it is so dangerous.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kq

6276 Object

Document Element: HG4 (2)

Respondent: Barrie White [3512]

Summary:

The proposed site for development is in Flood Zone 3. The risk of flooding should not be ignored as was the case with the development of Court Close, Aberthin. It is only in the last few years we have seen flooding in the grounds of the listed Great House, caused by houses being built on the field above the original part of Court Close.
Road safety. There will be a great increase in traffic within and through Aberthin and past the school. The development will probably see an additional 35 to 40 vehicles attached to those houses.
There is inadequate public transport, and few employment opportunities. Aberthin, though within about 1.5 miles from Cowbridge, is a minor rural settlement. This proposed development is outside the present village boundary.
Can the local school cope with, possibly, an additional 20 children? Perhaps even more.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3zr

6277 Object

Document Element: HG4 (2)

Respondent: Ann White [3513]

Summary:

The proposed site for development is in Flood Zone 3. The risk of flooding should not be ignored as was the case with the development of Court Close, Aberthin. It is only in the last few years we have seen flooding in the grounds of the listed Great House, caused by houses being built on the field above the original part of Court Close.
Road safety. There will be a great increase in traffic within and through Aberthin and past the school. The development will probably see an additional 35 to 40 vehicles attached to those houses.
There is inadequate public transport, and few employment opportunities. Aberthin, though within about 1.5 miles from Cowbridge, is a minor rural settlement. This proposed development is outside the present village boundary.
Can the local school cope with, possibly, an additional 20 children? Perhaps even more

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3m4

6278 Object

Document Element: HG4 (2)

Respondent: Janette Williams [3514]

Summary:

Flooding. The proposed site for development is in Flood Zone 3. The risk of flooding should not be ignored as was the case with the development of Court Close, Aberthin. It is only in the last few years we have seen flooding in the grounds of the listed Great House, caused by houses being built on the field above the original part of Court Close.
Road safety. There will be a great increase in traffic within and through Aberthin and past the school. The development will probably see an additional 35 to 40 vehicles attached to those houses.
There is inadequate public transport, and few employment opportunities. Aberthin, though within about 1.5 miles from Cowbridge, is a minor rural settlement. This proposed development is outside the present village boundary.
Can the local school cope with, possibly, an additional 20 children? Perhaps even more.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3m7

6279 Object

Document Element: HG4 (2)

Respondent: Ian Howells [3515]

Summary:

The volume of traffic is already high through the village, there is no designated crossing and more homes would inevitably add to this.
The field is not within village boundaries, and provides a valuable recreational space due to the public footpath access.
The 25 homes proposed is far too large an increase in proportion to the size of the village.
The field is in Flood Zone 3 as categorised by the council so should not be considered for development.
Aberthin has recently had additional housing in Court Close and so has met the criteria for expansion already.
The PLDP spatial strategy is meant to help to provide houses in sustainable locations with sufficient employment, infrastructure, public transport etc. Aberthin is a small rural village community which risks being adversely affected by this proposal due to its lack of these facilities. Added pressure on Cowbridge Schools on Aberthin Road. Please regard this as a strong objection to the proposal and listen to the concerns of the community and residents before allowing a development which is not required and will be detrimental to this very special village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3m8

6280 Object

Document Element: HG4 (2)

Respondent: Rachel Howells [3516]

Summary:

The volume of traffic is already high through the village, there is no designated/safe crossing and more homes would inevitably add to this.
The field is not within village boundaries, and provides a valuable recreational space due to the public footpath access.
The 25 homes proposed is far too large an increase in proportion to the size of the village.
The field is in Flood Zone 3, as categorised by the council, so should not be considered for development.
Aberthin has recently had additional housing in Court Close and so has met the criteria for expansion already.
The RLDP spatial strategy is meant to help to provide houses in sustainable locations with sufficient employment, infrastructure, public transport etc. Aberthin is a small rural village community, which risks being adversely affected by this proposal due to its lack of these facilities.
Added pressure on Cowbridge Schools on Aberthin Road.
Please regard this as a strong OBJECTION to the proposal and listen to the concerns of the community and residents before allowing a development, which is not required and will be detrimental to this very special village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3m9

6281 Object

Document Element: HG4 (2)

Respondent: Rachel Jones [3517]

Summary:

I have lived in Aberthin for many years and use the field every day to either walk my dog or walk into Cowbridge via the public footpath that links Aberthin to Cowbridge without having to go along the main Road and I see many people every day using this route. Its not clear from the plans that we will still have a safe access to this route into Cowbridge.
It should be noted that the field is not within existing village boundaries.
An extra 25 houses in Aberthin is a massive 14% increase and at least another 50 cars on an already very busy road.
The field is in flood zone 3.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services. public transport, and infrastructure. Aberthin is very much a minor rural settlement offering no employment (maybe bar work), no services and an extremely limited bus route.
Cowbridge Comprehensive School is currently at full capacity putting extra pressure on the system.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mv

6282 Object

Document Element: HG4 (2)

Respondent: Derwyn Jones [3518]

Summary:

Firstly, it should be noted that the site lies outside the established village boundary of Aberthin. Development in this location would therefore represent an extension into open countryside, which is contrary to the principles of sustainable and plan-led development.
The proposal for 25 additional dwellings would represent approximately a 14% increase in housing within Aberthin. For a village of this size, such an increase is significant and would materially alter the character and scale of the settlement.
In addition, the site is located within Flood Zone 3, which raises serious concerns regarding the appropriateness and safety of residential development in this location. Development in areas identified as having a high probability of flooding should be avoided wherever possible.
The Replacement Local Development Plan (RLDP) spatial strategy clearly directs housing growth towards sustainable settlements where there is appropriate access to employment opportunities, services, public transport, and supporting infrastructure. Aberthin does not meet these criteria and is classified as a minor rural settlement, with limited services and infrastructure to support additional development of this scale.
There are also concerns regarding local education capacity. Cowbridge Comprehensive School already faces capacity pressures and will not be able to accommodate the additional six pupils forecast under the RLDP as arising from this development.
For these reasons, the proposal is inconsistent with the principles of sustainable development, conflicts with the spatial strategy of the RLDP, and raises legitimate concerns regarding flooding risk, infrastructure provision, and the impact on the character of the village.
I respectfully request that the planning authority refuses this application.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mc

6312 Object

Document Element: HG4 (2)

Respondent: Miss Camilla Hopkin [3538]

Summary:

I use the fields behind maes lloi in aberthin at least once a day every day to walk my dog. The proposed housing estate and the plan to create an access alleyway is something I object to. I do not want to be walking alone down an alleyway as it is fundamentally unsafe to do so.
The destruction of highly valuable green space is another objection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3mh

6315 Object

Document Element: HG4 (2)

Respondent: Mr Lewis Jones [3539]

Summary:

It should be noted that the field is not within existing village boundaries.
An extra 25 houses in Aberthin is a 14% increase.
The field is in flood zone 3.
The RLDP spatial strategy directs housing growth to sustainable locations, with employment, services, public transport, and infrastructure. Abethin is not this. Aberthin is a minor rural settlement.
Insufficient capacity for Cowbridge Comprehensive School to accommodate RLDP forecasted additional 6 pupils from Aberthin development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3mj

6343 Object

Document Element: HG4 (2)

Respondent: Mr & Mrs Ralph & Maureen Fevre [3548]

Petition: 2 petitioners

Summary:

The field is not within existing Aberthin village boundaries;
The land identified for the development is in Flood Zone 3.
I note the RDLP spatial strategy directs growth to sustainable locations with appropriate levels of employment, services, public transport and infrastructure. Aberthin is a minor rural settlement and therefore does not meet this criteria.
An extra 25 houses in Aberthin represents a 14% increase.
Cowbridge Comprehensive school has insufficient capacity to accommodate additional pupils in line with the RLDP forecast should this development is approved.
I trust that my observations will be fully considered and look forward to hearing from you in due course.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mn

6380 Object

Document Element: HG4 (2)

Respondent: Mr & Mrs Anthony & Wendy Wood [3564]

Summary:

1. Increase in traffic.
2. The field is not within the village boundary.
3. The 25 houses would be an increase of 14%.
4. This field is in a Flood Zone.
5. Aberthin is a rural settlement and has no infrastructure to cope with this ridiculous proposal which, includes insufficient capacity in Cowbridge Comprehensive School.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nt

6382 Object

Document Element: HG4 (2)

Respondent: Mrs Fran Winterbottom [3339]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.
Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:
• no detailed hydraulic model exists for the Nant Aberthin watercourse,
• no Flood Consequence Assessment has been undertaken at allocation stage,
• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,
• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding
• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,

• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects on the hydrology of the nearby Cors Aberthin SSSI wetland system, and
• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.
Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.
Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.
Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.
Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.
In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).
For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.
2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.
Evidence disclosure requests (minimum):
a. Robust evidence qualifying necessity under HG4, aligned to national policies
b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.
c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.
d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.
e. The advised 12-month Groundwater monitoring and data
f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.
g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.
h. Dry access/egress assessment for residents and emergency vehicles during flood events.
i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.
j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.
k. Landscape/visual assessment for SLA impacts.
l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.
m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.
3. Confirmation regarding protection of hedgerow
4. Confirmation regarding PRoW

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3n4

6384 Object

Document Element: HG4 (2)

Respondent: Mr andrew Gay [3224]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.
Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:
• no detailed hydraulic model exists for the Nant Aberthin watercourse,
• no Flood Consequence Assessment has been undertaken at allocation stage,
• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,
• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding
• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,
• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects on the hydrology of the nearby Cors Aberthin SSSI wetland system, and
• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.
Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.
Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.
Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies

entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.
Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.
In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).
For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.
2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.
Evidence disclosure requests (minimum):
a. Robust evidence qualifying necessity under HG4, aligned to national policies
b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.
c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.
d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.
e. The advised 12-month Groundwater monitoring and data
f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.
g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.
h. Dry access/egress assessment for residents and emergency vehicles during flood events.
i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.
j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.
k. Landscape/visual assessment for SLA impacts.
l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.
m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.
3. Confirmation regarding protection of hedgerow
4. Confirmation regarding PRoW

Sound: No

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3n7

6385 Object

Document Element: HG4 (2)

Respondent: Mr Ian Price [3567]

Summary:

This development if it was to go ahead, would need an access road to the site, increasing traffic hazards within the village of Aberthin, already being subject to speeding motorists completely ignoring the speed limits of 30mph and 20 mph approaching the acute road bend at The Farmers Arms.
Despite its relatively small size (25 houses) , this development would create sufficient hazards and difficulties in the Aberthin area, which is not suitable for the purpose proposed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3n8

6401 Object

Document Element: HG4 (2)

Respondent: Mrs Barbara Gay [3571]

Summary:

The allocation is unsound for several independent reasons.
First, the proposal conflicts with the Plan's spatial strategy.
Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.
Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.
Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.
Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.
Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:
• no detailed hydraulic model exists for the Nant Aberthin watercourse,
• no Flood Consequence Assessment has been undertaken at allocation stage,
• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,
• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding
• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,
• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects

on the hydrology of the nearby Cors Aberthin SSSI wetland system, and
• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.
Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.
Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.
Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.
Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.
In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).
For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.
2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.
Evidence disclosure requests (minimum):
a. Robust evidence qualifying necessity under HG4, aligned to national policies
b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.
c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.
d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.
e. The advised 12-month Groundwater monitoring and data
f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.
g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.
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i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.
j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.
k. Landscape/visual assessment for SLA impacts.
l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.
m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.
3. Confirmation regarding protection of hedgerow
4. Confirmation regarding PRoW

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3nw

6406 Object

Document Element: HG4 (2)

Respondent: Mr Simon Dillon [2727]

Petition: 103 petitioners

Summary:

E-Petition with 103 signatures
A parcel of land in the village of Aberthin, located directly behind Maes Lloi, has been proposed for a housing development of 25 dwellings, with at least 50% designated as affordable housing. This site has been included in the Vale of Glamorgan Council's Replacement Local Development Plan (RLDP). Residents have only recently become aware of this proposal, despite the plan being in preparation for over two years, and we now have until 11 March to submit objections. We are seeking the support of local residents and the many people from across the Vale who regularly use this valued green space. This petition is intentionally objective and non emotive, focusing on planning considerations and the wider impact on the community. The field is widely used by dog walkers, runners, and families, and forms part of the well used off road route linking Aberthin to Cowbridge.
Key Planning Grounds for Objection
1. The site has previously been rejected for development
• In the previous LDP, the land was dismissed because it was considered unrelated to the settlement of Aberthin and would constitute sporadic development in the countryside.
• This was a clear spatial judgement based on location.
• The site remains outside the established settlement boundary.
• Nothing has changed in the physical relationship between the land and the village.
• Allocation under Policy HG4 does not alter this fundamental reality.
2. The RLDP directs growth to strategic and sustainable locations
• Aberthin is classified as a Minor Rural Settlement, not a sustainable growth location.
• The RLDP states that development should be focused on the Strategic Growth Area and Service Centres.
3. Cowbridge is already delivering substantial planned growth
• Cowbridge, a designated Service Centre, has hundreds of homes either under construction or allocated.
• Infrastructure, services, and sustainable transport are concentrated there—not in Aberthin.
• The Clare Gardens development alone will deliver 405 homes, including 133 affordable units and 57 first time buyer properties.
• Given this scale of delivery, greenfield expansion outside Aberthin's boundary is unnecessary.
4. The proposal represents disproportionate growth
• Adding 25 dwellings would increase the size of Aberthin by approximately 15% in a single development.
• This is not minor infill; it is a clear outward expansion.
• Policy HG4 requires development in rural settlements to be small scale and proportionate.
5. Significant highway safety concerns The road through Aberthin (linking Cowbridge and Ystradowen) is already heavily trafficked, including a high volume of HGVs, with poor compliance to the 20mph limit. The proposed access point would sit less than 20 metres north of the last house in the village. This stretch of road has a history of incidents due to:
• A sharp bend over a bridge
• Two public house car parks
• Three side road junctions
• Multiple private driveways directly onto the main road Introducing another junction would exacerbate existing safety risks.
6. Flood risk and infrastructure concerns
• Parts of the site fall within Flood Zones 2 and 3, requiring a full Flood Consequence Assessment.
• Access is constrained and no specific sustainable transport measures have been identified.
• There is no clear infrastructure strategy to support the development.
This petition seeks to ensure that development in the Vale of Glamorgan follows the principles of sustainability, proportionality, and sound planning judgement. The proposed allocation behind Maes Lloi does not meet these criteria.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ph
E-petition (Redacted) - https://valeofglamorgan.oc2.uk/a/4sy

6459 Object

Document Element: HG4 (2)

Respondent: Mr Mike O'Brien [3329]

Summary:

The allocation is unsound for several independent reasons.

First, the proposal conflicts with the Plan's spatial strategy.

Aberthin is identified as a Minor Rural Settlement, where development is expected to be limited in scale and primarily related to local needs. A development of approximately 25 dwellings would represent around a 14% expansion of the settlement in a single phase, introducing estate-scale growth into a small rural village with very limited services. This represents a material step-change inconsistent with the role of such settlements within the hierarchy.

Second, the site is not necessary for delivery of the Plan's housing strategy. The RLDP identifies a housing requirement of 7,890 dwellings and housing provision of 8,660 dwellings, creating a surplus of 770 dwellings above the requirement. Removal of HG4(2) Aberthin would still leave a surplus of 745 dwellings, and even removal of all HG4 rural affordable-led sites would leave a surplus of 648 dwellings. The allocation is therefore not required for the Plan to deliver its housing requirement.

Third, the RLDP evidence identifies affordable housing need at a ward level (Cowbridge) rather than within Aberthin itself, and no evidence has been presented demonstrating a specific locally arising need within the settlement.

Forth, the site makes only a negligible contribution to affordable housing delivery. The site is expected to deliver approximately 13 affordable homes, representing only 0.42% of the Plan's projected affordable housing delivery of 3,070 homes. The Plan is therefore not materially dependent on the site to deliver its affordable housing strategy.

Fifth, the site is heavily constrained by flood risk and drainage uncertainty. Part of the site lies within Flood Zone 3, where highly vulnerable development on greenfield land is not permitted under Technical Advice Note 15 (TAN15) unless the development is essential to the Local Development Plan. Given the Plan's housing surplus, and no identified local need, the site cannot reasonably be considered essential. In addition:

• no detailed hydraulic model exists for the Nant Aberthin watercourse,

• no Flood Consequence Assessment has been undertaken at allocation stage,

• groundwater susceptibility is classified as "Red – high –groundwater likely to be at or near the surface", with a recommendation for 12 months monitoring which has not been undertaken,

• surface water mapping indicates intermediate flood risk across part of the site, and historical flood data indicates flooding

• the proposed SuDS detention basin location appears to fall within Flood Zone 3 according to Council constraint mapping, raising questions regarding compliance with SuDS design guidance,

• the viability and performance of the proposed drainage strategy has not been demonstrated, including potential effects on the hydrology of the nearby Cors Aberthin SSSI wetland system, and

• no modelling has been provided to demonstrate that development would not worsen flood risk to neighbouring properties, including those at Maes Lloi.

Taken together, these factors create substantial uncertainty regarding whether a compliant drainage strategy could be delivered and whether flood risk could be safely managed.

Sixth, the site presents infrastructure and accessibility constraints. Aberthin has very limited services and infrastructure. The settlement contains no shops and limited community facilities, with most services located in nearby Cowbridge. Public transport provision is limited to infrequent bus services which cease in the early evening and do not operate on Sundays, and there are no designated active travel routes connecting the settlement to surrounding towns. The road network through the village, particularly along the A4222 corridor, already experiences traffic pressures and safety concerns. The Council's education evidence also confirms that secondary school capacity serving the area is already under pressure, with additional places required to accommodate projected growth.

Seventh, the allocation introduces development into a sensitive landscape and environmental setting. The site lies entirely within a Special Landscape Area, contributes to the countryside setting of the Aberthin Conservation Area, lies close to Cors Aberthin SSSI, and contains established hedgerow boundaries forming part of the historic field pattern of the Vale landscape.

Finally, the allocation represents a clear departure from the Council's published site assessment methodology. Background Paper BP16 indicates that sites affected by flood risk should normally be discounted from further consideration. Despite multiple constraints — including Flood Zone 3, groundwater susceptibility and surface water risk — Site 2299 was not discounted. The site was previously rejected during preparation of the adopted LDP on the basis that it was unrelated to the settlement and constituted sporadic development in the countryside, and no material change in circumstances has been demonstrated to justify a different conclusion. Additionally, audit trail concerns are evident, e.g. N/A values in justification columns.

In conclusion, these matters demonstrate that the allocation fails the key tests of soundness: it is not justified by the evidence, is not effective or deliverable due to unresolved environmental and infrastructure constraints, and is not consistent with national policy, including Planning Policy Wales (sustainable spatial strategy and protection of landscape) and Technical Advice Note 15 (flood risk).

For these reasons, Site HG4(2) – Land West of Maendy Road, Aberthin should be removed from the RLDP.

Change suggested by respondent:

1. Primary request: delete Site 2299 from the RLDP and remove it from Policy HG4.

2. Settlement boundary: do not redraw the Aberthin settlement boundary to include this field parcel; if already redrawn, reinstate the defensible boundary aligned to existing built form unless a published boundary review justifies change.

Evidence disclosure requests (minimum):

a. Robust evidence qualifying necessity under HG4, aligned to national policies

b. Full Site 2299 proforma (BP18A indicates proformas exist and are available on request), including all scoring and override rationale.

c. Full FCA including modelling outputs, assumptions, and climate change allowances for both fluvial and pluvial events, surface runoff from surrounding slopes, high groundwater susceptibility, principal aquifer conditions, cumulative testing, implications on the nearby SSSI wetland habitat, ecology assessment and no worsening test.

d. Surface water modelling demonstrates intermediate risk treatment, exceedance routing and no worsening.

e. The advised 12-month Groundwater monitoring and data

f. SuDS feasibility and design, including implications on the nearby SSSI and ecology.

g. Drainage strategy demonstrating foul connection feasibility, capacity, and any required off-site reinforcement.

h. Dry access/egress assessment for residents and emergency vehicles during flood events.

i. Highways feasibility: access location, visibility, swept-path tracking and road safety audit.

j. Active travel and public transport assessment with deliverable mitigation package and funding mechanism.

k. Landscape/visual assessment for SLA impacts.

l. Ecology and heritage appraisals including SSSI proximity and Conservation Area setting.

m. Site-specific viability appraisal (including all abnormal costs) demonstrating affordable housing deliverability.

3. Confirmation regarding protection of hedgerow

4. Confirmation regarding PRoW

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3y8

6726 Object

Document Element: HG4 (2)

Respondent: Councillor Charles Champion [1020]

Summary:

Personally I wish to raise my objection due to the density and the substantial increase in dwellings in Aberthin it would cause.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36k

6990 Comment

Document Element: HG4 (2)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The water network can supply the proposed development.
Wastewater - The public sewerage network can accept potential foul flows from this development site.
Wastewater Treatment Works - Cowbridge WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7054 Object

Document Element: HG4 (2)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

With an absence of publicly available information, it is not clear how the Council has judged this site against the criteria. This raises questions accordingly in respect to the “soundness” of a site which forms part of the intended housing land supply, and by association the trajectory. Without this, and without being consulted on (as others have been prior to this) we question whether this allocation is “sound.”

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7156 Object

Document Element: HG4 (2)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

With an absence of publicly available information, it is not clear how the Council has judged this site against the criteria. This raises questions accordingly in respect to the “soundness” of a site which forms part of the intended housing land supply, and by association the trajectory. Without this, and without being consulted on (as others have been prior to this) we question whether this allocation is “sound.”

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7177 Object

Document Element: HG4 (2)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

With an absence of publicly available information, it is not clear how the Council has judged this site against the criteria. This raises questions accordingly in respect to the “soundness” of a site which forms part of the intended housing land supply, and by association the trajectory. Without this, and without being consulted on (as others have been prior to this) we question whether this allocation is “sound.”

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7223 Object

Document Element: HG4 (2)

Respondent: Ms Megan Howells [3744]

Summary:

The volume of traffic is already high through the village, there is no designated/safe crossing and more homes would inevitably add to this.
The field is not within village boundaries, and provides a valuable recreational space due to the public footpath access.
The 25 homes proposed is far too large an increase in proportion to the size of the village.
The field is in Flood Zone 3, as categorised by the council, so should not be considered for development.
Aberthin has recently had additional housing in Court Close and so has met the criteria for expansion already.
The PLDP spatial strategy is meant to help to provide houses in sustainable locations with sufficient employment, infrastructure, public transport etc. Aberthin is a small rural village community, which risks being adversely affected by this proposal due to its lack of these facilities.
Added pressure on Cowbridge Schools on Aberthin Road.
Please regard this as a strong OBJECTION to the proposal and listen to the concerns of the community and residents before allowing a development, which is not required and will be detrimental to this very special village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4r7

7224 Object

Document Element: HG4 (2)

Respondent: Mrs Kate Howells [3745]

Summary:

The volume of traffic is already high through the village, there is no designated/safe crossing and more homes would inevitably add to this.
The field is not within village boundaries, and provides a valuable recreational space due to the public footpath access.
The 25 homes proposed is far too large an increase in proportion to the size of the village.
The field is in Flood Zone 3, as categorised by the council, so should not be considered for development.
Aberthin has recently had additional housing in Court Close and so has met the criteria for expansion already.
The PLDP spatial strategy is meant to help to provide houses in sustainable locations with sufficient employment, infrastructure, public transport etc. Aberthin is a small rural village community, which risks being adversely affected by this proposal due to its lack of these facilities.
Added pressure on Cowbridge Schools on Aberthin Road.
Please regard this as a strong OBJECTION to the proposal and listen to the concerns of the community and residents before allowing a development, which is not required and will be detrimental to this very special village.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4r9

4395 Object

Document Element: HG4 (3)

Respondent: Mrs Catrin Eveleigh [2749]

Summary:

I strongly object to the proposed development. The site currently provides an open field and uninterrupted sea view from my home, which would be permanently lost, causing significant harm to residential amenity and local character. The development would result in severe overlooking and loss of privacy, particularly due to the proximity of social housing. The value of my property will go down and I will lose equity on a property I have owned for 8 years.

Change suggested by respondent:

The field should not be considered. There is no safe access to that site from the estate and no main road goes through it

Sound: No

Attachments: None

4398 Object

Document Element: HG4 (3)

Respondent: Mr Lloyd Eveleigh [2752]

Summary:

My objection concerns the disproportionate and repeated targeting of Wick for affordable housing provision, and the cumulative impact this is having on the character, identity, and sustainability of the village.

Wick has already made a significant and demonstrable contribution to the Vale of Glamorgan's affordable housing supply on two recent occasions. The St James Gardens development and the Wales & West Housing site both delivered substantial affordable housing provision within a relatively small village. The current proposal would represent the third major affordable housing development imposed on Wick in a short period of time.

Change suggested by respondent:

It is particularly concerning that Wick continues to be targeted while other areas within the Vale of Glamorgan, which are demonstrably more suitable for development and where impacts on existing residents would be significantly less, remain largely untouched. A fair and sustainable planning strategy should distribute affordable housing more evenly across the county rather than relying repeatedly on the same communities.

The proposed scale of development at Heol Fain is out of proportion to the size of Wick and would result in a level of growth that is neither organic nor reflective of the village's existing form. Such an approach undermines the principles of balanced growth and placemaking set out in planning policy.

Sound: No

Attachments: None

4400 Object

Document Element: HG4 (3)

Respondent: Mr Richard Powell [2753]

Summary:

I oppose the said development of 50 dwellings in Wick VOG. The recent new house builds over the last ten years in the village have been disproportionate to the size of the village. Any more would increase that figure more and cause multiple issues including traffic, schooling, disruption etc

Change suggested by respondent:

Do not allow additional housing to be built.. there have been circa 130 new properties built in Wick over the last ten years which has already seen the village increase by over 50% in a short space of time..

Sound: No

Attachments: None

4401 Object

Document Element: HG4 (3)

Respondent: Owain Bainbridge-Rees [2754]

Summary:

The local village services cannot effectively support 50 more houses.

The roads and increased traffic for 50 properties in a small localised area would create significant traffic for what is a low volume road to bridgend.

Change suggested by respondent:

For such a large increase in housing for a small village, sufficient extra investments in local services are required.

- increased schooling capacity
- Local NHS GP
- Local NHS Dentist
- Small sports or community centre

Sound: No

Attachments: None

4406 Object

Document Element: HG4 (3)

Respondent: Mrs Trudy Seabourne [2757]

Summary:

Wick has just had an affordable housing site built.
This area proposed should stay as it is and not cram more social houses on it.

Change suggested by respondent:

To plan in a different area

Sound: No

Attachments: None

4448 Object

Document Element: HG4 (3)

Respondent: Mr Benjamin Bowen [2781]

Summary:

It's adding more properties to a village that does not have the necessary infrastructure to have it in place. There is one small shop and one small primary school and has had rapid expansion over the last 10 years. A big new estate only recently finished, another affordable housing estate just finished and now plans for another. It will be far too congested and ruin the village.

Change suggested by respondent:

Planning to build far too much affordable housing. Village is not equipped for any.

Sound: No

Attachments: None

4453 Object

Document Element: HG4 (3)

Respondent: Mr David Jones [2785]

Summary:

I would like to object as I do not feel there is adequate access, this will lead to increased traffic on an already congested estate where children are very active.
The increase in traffic will create a much higher risk to accident of children and pedestrians
There has also been a high level of additional building in the last 12 month
The village is in danger of losing its identity and becoming a housing estate

Change suggested by respondent:

I do not believe any changes to the plan can reduce the risk of RTA's and Risk to Children

Sound: No

Attachments: None

4469 Object

Document Element: HG4 (3)

Respondent: Mr Clive Clarke [2800]

Summary:

The village is already starting to lose its identity. It has such lovely character which is at threat of being lost. I'd also argue that the local amenities would be attached as a result of so many more homes being added to the area. There has already been significant expansion to the village in recent years which locals have taken well in fairness, but you're at risk of pushing them too far with this latest proposal.

Change suggested by respondent:

I really don't think there should be further significant expansion to the village.

Sound: No

Attachments: None

4493 Object

Document Element: HG4 (3)

Respondent: Mr John Williams [2820]

Summary:

Concerns over impact on a small village and site access impacting surrounding infrastructure

Change suggested by respondent:

There would need to be a compete infrastructure plan with agreement it would not impact current residents.

Sound: No

Attachments: None

4514 Object

Document Element: HG4 (3)

Respondent: Mr Geoffrey Goater [2825]

Summary:

I object to the proposed development of 50 houses on the St James Village estate in Wick, Cowbridge. I believe it will harm the environment, especially due to radon risks and recreational land use. Concerns include increased traffic, strain on local amenities and services, and erosion of the village's character and privacy. Wick has already experienced significant growth with over 250 new houses, and further development risks altering its character and community. While I recognise the need for affordable housing, I feel that additional development at this time would negatively impact the village's identity and residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

4728 Object

Document Element: HG4 (3)

Respondent: Mr Julian Bowles [2902]

Summary:

I object due to concerns over environmental impacts, including increased flood risk from building on grassland that provides natural drainage, and inadequate wastewater treatment capacity for the proposed housing expansion. There are further considerations for noise and light pollution affecting existing properties, along with reduced natural light caused by the new builds' proximity and elevation. Additionally, the lack of existing vehicular access and the anticipated rise in traffic volume will lead to increased road noise, vehicle emissions, and congestion in the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4730 Object

Document Element: HG4 (3)

Respondent: Mr Myles Povey [2903]

Summary:

I object to allocating Land at Heol Fain (HG4 (3)) because access via the lane would be unsafe and environmentally damaging. Heol Fain is a narrow rural road not designed for residential traffic, and widening it would harm its character and breach planning policies. There are no pedestrian facilities, and significant engineering work would be needed to make it compliant, conflicting with sustainable transport principles. Without clear evidence of safe, policy-compliant access without substantial alteration, I believe the allocation is unsound and should be removed unless such access can be demonstrated.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4731 Object

Document Element: HG4 (3)

Respondent: Mrs Lynne Rockett [2904]

Summary:

At a consultation meeting in Llantwit Major it was confirmed that the access road to the new development would be via St James Rd. I would like to point out that this is private land as roads have not been adopted by VCC. Therefore you cannot proceed with the proposed development. Also two years ago this land was deemed unsuitable for building properties so what has changed? Wick is a rural village which has doubled in size in the past eight years with 64 affordable houses already built which is a substantial amount for size of Wick.

Change suggested by respondent:

I would suggest you re-look at the land and access road maybe visit Wick. This end of Wick is heavily populated so maybe look at a different area maybe near the school. Also look at your policy for allocating properties in Wick as I understood you need to have a connection with Wick, I notice properties are advertised on Homes for you therefore going to a wider audience proving there is no need for affordable properties in this area.

Sound: No

Attachments: None

4740 Object

Document Element: HG4 (3)

Respondent: Mr R Goddin [2907]

Summary:

1. This site was removed from previous development by VoG responding to residents concerns.
2. 141 homes have been built in Wick in the last 10 years increasing the site of a rural village by 70%. An additional 50 homes will effectively double the size of the village with no additional infrastructure provided.
3. The affordable housing provision has been also met as in the same period 43% of homes have been affordable whereas an additional 50 homes would increase this to 58%.
4. There is no access route to the site as St. James residents own the roads.

Change suggested by respondent:

I feel that an alternative site should be found that does not require the loss of green agricultural space.
Brownfield sites should be considered as an alternative. Consideration should also be given to other rural locations that have not been subjected to such a high expansion percentage.

Sound: No

Attachments: None

4775 Object

Document Element: HG4 (3)

Respondent: Mrs Helen Cook [2937]

Summary:

Access to site issues: roads are unadopted by council and Welsh water. Who would be responsible for any damage? There will be parking issues for residents while work is ongoing. Proposed plans for 50 dwellings is too big, Wick will have doubled in size in around 10 years, how will infrastructure cope? Site has very poor drainage and a pumping station in situ, would also mean loss of greens space used by estate children, dog walkers etc. I believe site has already been rejected twice for development which strongly suggests its unsuitability.

Change suggested by respondent:

A different location needs to be found, one with safer and easier access than through narrow residential roads. A smaller number of dwellings that would not overwhelm current infrastructure and village community atmosphere.

Sound: No

Attachments: None

4827 Object

Document Element: HG4 (3)

Respondent: Mr Francis Rockett [2967]

Summary:

I am concerned that adding 50 new homes to the St James development in Wick will significantly increase traffic and congestion on our sole access point, affecting safety for residents and pedestrians. Having lived here nine years, I value the open fields and spacious environment, which contribute to our quality of life. The proposed development would alter the area's character, making it feel enclosed and overdeveloped. I urge the planning authority to reconsider the proposal, considering its impact on residents, infrastructure, and the community's character.

Change suggested by respondent:

I would suggest you do not move forward with the proposal

Sound: No

Attachments: None

5007 Object

Document Element: HG4 (3)

Respondent: Mr Robert Davies [3074]

Summary:

The site conflicts with national planning policy and the RLDP's spatial strategy, promoting unsustainable and disproportionate growth that would harm Wick's rural character and setting. Development should prioritise brownfield or well-located sites near existing urban areas with suitable infrastructure. This proposal would damage Green Wedges and Green Infrastructure and represents unnecessary countryside development. It extends the settlement into open countryside, eroding its form and rural approach. Wick lacks the services, transport and infrastructure to support such growth, and local roads are constrained. The site would also create significant landscape and visual harm. It therefore fails key RLDP soundness tests.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5054 Object

Document Element: HG4 (3)

Respondent: Mr Richard Christopher [3100]

Summary:

Oppose development; area originally declared as not suitable for building by Vale Council.. (Now proposed. Why?) area subject to flooding; site access not available through private road used by children. Already high number of affordable homes in area. Poor public transport. Few employment opportunities

Change suggested by respondent:

The plan is not suitable at all. It come with a myriad of problems for developer, impact on nearby residents and pressure on fragile infrastructure.

Sound: No

Attachments: None

5166 Object

Document Element: HG4 (3)

Respondent: Miss Lynn Goward [820]

Summary:

The proposed inclusion of land in Wick for development is not sufficiently justified by local evidence. While the VOG has a recognised need for additional housing, no Wick specific housing needs assessment has been presented to demonstrate that development of this scale is proportionate to the villages size, character and infrastructure capacity. Affordable housing need does not automatically justify this oversized development of Wick. Wicks status as a minor rural settlement, countryside protection and creeping village expansion have to be considered. It should be more suited to towns and strategic growth areas. Existing drainage and sewage infrastructure is limited.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5310 Object

Document Element: HG4 (3)

Respondent: Mrs Claire Murphy [3229]

Summary:

 Privately owned land/no adopted highways to access proposed site.
 Very poor transport links and no amenities.
 Overdevelopment - this would nearly double the size of Wick in a short time period (from 201 homes to 392 and already includes 61affordable homes.
 No “local need” - this housing need has already been met in Wick. In the last 12 months virtually all of the vacancies for social housing homes (19) have been advertised openly on Homes4U, proving no need under priorities 1, 2 or 3 for local people.
 Site previously deemed “not suitable for further consideration”.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5370 Object

Document Element: HG4 (3)

Respondent: Mr Gareth Thomas [2975]

Summary:

I object to HG4(3)/Site ID 404 /Site ID 2814 – Land at Heol Fain, Wick, due to disproportionate housing growth in a small rural settlement lacking adequate infrastructure and services. The Council’s assessment rates the site Red for Climate Change and Access to Health Services, with unresolved infrastructure constraints. The site lies outside the strategic growth area, and the Plan lacks evidence supporting affordable housing viability or sustainable development. This allocation risks unsustainable expansion without addressing critical environmental and community needs.

Change suggested by respondent:

The allocation should therefore be removed from the Replacement Local Development Plan unless robust evidence is provided demonstrating that the development is proportionate, deliverable, and consistent with the Plan’s strategic framework.

Sound: No

Attachments: None

5381 Object

Document Element: HG4 (3)

Respondent: Mr Gareth Thomas [2975]

Summary:

I believe that amending the Wick settlement boundary to include land at Heol Fain (4.19) is justified by the RLDP housing allocation, not the settlement's logical extent. This risks creating a circular rationale, where the boundary is extended to accommodate the site, making the allocation seem more acceptable. Settlement boundaries should reflect established built form and defendable limits, not be extended primarily for development sites. Such an approach could undermine the boundary's purpose and pre-judge the site's suitability, rather than assessing it on its planning merits.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5384 Object

Document Element: HG4 (3)

Respondent: Mrs Clair Thomas [3069]

Summary:

I object to HG4(3)/Site ID 404/2814 – Land at Heol Fain, Wick. The proposed allocation of 50 dwellings is inconsistent with the Plan's spatial strategy and risks unsustainable growth in a small rural settlement with limited services. The site lies outside the strategic growth area and is rated Red for both Climate Change and Access to Health Services. Wick has already experienced substantial recent housing expansion without improvements to infrastructure. The Plan does not clearly demonstrate that healthcare capacity, drainage, or other infrastructure constraints can be addressed, nor that the scale of development proposed is proportionate to the village.

Change suggested by respondent:

The allocation should therefore be reconsidered and removed from the Plan unless robust evidence can be provided showing that the aforementioned issues can be satisfactorily resolved.

Sound: No

Attachments: None

5396 Object

Document Element: HG4 (3)

Respondent: Mrs Clair Thomas [3069]

Summary:

I believe that amending the Wick settlement boundary to include land at Heol Fain (4.19) is justified by the RLDP housing allocation, not the settlement's logical extent. This risks creating a circular rationale, where the boundary is extended to accommodate the site, making the allocation seem more acceptable. Settlement boundaries should reflect established built form and defendable limits, not be extended primarily for development sites. Such an approach could undermine the boundary's purpose and pre-judge the site's suitability, rather than assessing it on its planning merits.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5590 Object

Document Element: HG4 (3)

Respondent: Mr Peter Rogers [3298]

Summary:

The proposed development is unrealistic.
To gain access to site you cross over private land.
Street used for parked cars and play street by children.
Infrastructure of Wick inadequate.
Road conditions and construction not built to sustain heavy weight road vehicles.
The development is not commercially viable.
Very high health and safety risk.
Wick is too far away from places of employment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5774 Comment

Document Element: HG4 (3)

Respondent: Mr Marc Baker [3363]

Summary:

I note that Wick Community Council opposes large-scale housing development east of Heol Fain, citing concerns over drainage, traffic, school capacity, environmental impact, and access issues. While residents generally oppose significant growth, some support smaller schemes of under 20 homes, especially if they prioritise local applicants for affordable housing. The community seeks clarification on the evidence underpinning the allocation and its alignment with the settlement strategy. The consultation received 129 responses, reflecting these concerns and preferences.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5878 Object

Document Element: HG4 (3)

Respondent: Mr Anthony Cooke [3087]

Summary:

The proposal should be rejected because it will exacerbate risks to the Heol Fain roadway, neighbouring land, and damage the environment. The site may not offer long term geological stability for the 50 houses, with subsidence most likely, and only time and magnitude in dispute. Subsidence is already present in the field adjacent to Heol Fain opposite and adjacent to the proposed site.

In the mid 1950s, the then owners of the whole site, the 50 dwelling proposal for the RLDP and 124 dwelling 2014/01424/FUL, sought planning permission to build a number of domestic houses on the site. Glamorgan County Council (GCC) sought advice from the Ministry for Welsh Affairs and a survey was undertaken. GCC turned down the application quoting advice that the site should never be used for domestic houses, due to geological reasons.

In periods of high rainfall, excess surface water simply flooded Heol Fain, which is a small public road at the side of the site, and ran off into the road ditch and gulley in the field to the west, running towards the coast.

In July 2015 Barratt plc started development on the site with permission for 124 dwellings. They constructed an installation to dispose of the surface rainwater, away from their development site. The drainage installation is centrally placed to the west side of this site which is this proposal for a further 50 dwellings, adjacent to Heol Fain.

Since installation of the drain, Heol Fain no longer floods. A sink hole currently approx. 40'(12m) diameter and 3'6‖ (1.2m) deep, first appeared in the field to the west of Heol Fain, adjacent to roadway, opposite the site drain Barratt had installed. It is increasing in size and depth each year.

Currently there is no threat to any dwelling as none are located near the underground cavity.

Barratt were informed of the matter in 2023 and advised to contact the VoGCC in respect of the possible risk to Heol Fain as a result of their drain installation and the collapse of the ground in the field. Their legal department were sent emails and hard copy by recorded delivery. Their legal dept, have made no response to any of this correspondence, failing to even acknowledge receipt.

A geological survey of Sep 2015 based on drilling bore holes to a depth of 105' (30m) on behalf of Barratt showed that most of the site was impervious to rainwater and stated — the test results across most of the site suggest there is typically limited or no potential for infiltration.

Drainage of surface water was achieved via a drain close to Heol Fain. At the site of the subsequent drain installation, the bore hole test report states the result —Unable to induce a head of water ….due to rapid infiltration rate (1,000 litres used)." 1 The testers had attempted to fill the drilled test hole with water and then measure how far the level dropped over a given period of time. Instead, at this location, despite pumping 1,000 Litres in very quickly, the hole would not fill. They had drilled through into an underground cavity of an unknown size.

Rainwater is acidic and erodes limestone. A clay-mud layer near the surface generally prevents/greatly restricts rainwater permeating to the bedrock. The water stays on the surface and floods the land. The area is all limestone.

No scientifically reliable measurements have been undertaken of the rate of increase of the sink hole. These will commence on a regular basis this year.

The proposal to build 50 houses would generate an increase in surface water to be disposed of via the drain.
This will increase the underground erosion problem

The NPPF via SuDS requires that all drainage plans supporting new developments do not exacerbate existing drainage problems.

The risk of an underground cavity, to both the Heol Fain road and the site of the proposed build, around the drain installation, is clear but the scope is not known.

As long as rainwater is allowed to enter the underground cavity, that cavity will increase in size and the risk will continue to grow.

With the risk clear and environmental damage already occurring, this proposal should be struck from the Deposit Plan.

Geological surveys should be undertaken to quantify the problems and risks.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/t7n

Representation details - Redacted - https://valeofglamorgan.oc2.uk/a/t7q

6113 Object

Document Element: HG4 (3)

Respondent: Mr Geraint White [3473]

Summary:

I object to Site ID 404 near Heol Fain, Wick, for developing 50 dwellings. The site's development would alter the rural character, as Wick lacks sufficient amenities, healthcare, retail, and educational facilities. Transport options are limited, conflicting with sustainable policy aims, and additional housing would strain emergency services. The proposal ignores local needs, environmental impacts, and safety concerns regarding access routes. It would also disrupt surface water drainage and community recreation spaces. Overall, the allocation is disproportionate and unsupported by strategic planning evidence.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6114 Object

Document Element: HG4 (3)

Respondent: Mr Geraint White [3473]

Summary:

I object to the proposed development of dwellings on Site ID 2814 near Heol Fain, Wick. The site is within a green belt in a rural area, unsuitable for expansion due to lack of local facilities, transport links, and emergency services. The development would harm the landscape, increase strain on services, and fail to meet sustainability, social, and environmental policies. Both access routes are unsafe or unsuitable, and the site's current use for drainage and recreation would be compromised. The proposal is disproportionate and not justified within the RLDP framework.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6196 Comment

Document Element: HG4 (3)

Respondent: Mr David Ambrose [3488]

Summary:

Previous Affordable Housing in Wick has already been of great benefit to the Community, and more affordable housing is welcome. However, a development of 50 units overall is disproportionately large. It would mean that Wick has had a 95% increase since 2014.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6450 Object

Document Element: HG4 (3)

Respondent: Wick Community Council (Councillor Baker) [3585]

Summary:

This representation is informed by structured community engagement undertaken by the Community Council, which received 129 responses from residents of Wick and the immediate surrounding area (copy of the responses and summary attached).
The Council provides the following comments with reference to the Welsh Government tests of soundness.

Infrastructure Capacity & Delivery (CE1 & CE2)
A key concern raised through community engagement relates to infrastructure capacity.
Survey responses indicate that:

• 73% consider existing infrastructure to be inadequate or very inadequate
• 90% believe infrastructure improvements should be delivered prior to or alongside development.
Residents have highlighted concerns regarding:
• drainage capacity
• traffic and highway impacts
• school capacity
• public transport accessibility
The Council therefore requests clarification on the evidence supporting the capacity of existing infrastructure and how any necessary upgrades would be delivered and funded.

Site Access & Highway Considerations
Residents have raised concerns regarding the potential construction access and operational access arrangements for the site.
In particular, questions have been raised about whether construction traffic or site access could occur through the St James Gardens estate, which includes a relatively narrow access road serving an existing residential development.
Concerns raised relate to:

• potential construction traffic movements
• safety considerations for existing residents
• proximity to areas used by children for recreation
• suitability of the road network for large construction vehicles

The Council requests clarification on:

• the proposed access arrangements for the site
• whether the St James Gardens estate is expected to provide access
• any highway safety assessments that have been undertaken

Environmental & Open Space Considerations (C1)
Community responses demonstrate strong support for protecting green space around the village, with all respondents indicating that protection of green space is important.
The Council therefore requests confirmation that environmental constraints and landscape impacts have been fully assessed within the site selection process.

In conclusion Wick Community Council respectfully requests that the Inspector and the Council consider the following matters in assessing the soundness of the plan:

• The justification for selecting the Heol Fain site within the settlement strategy.
• Whether the scale of development proposed is proportionate to the size and character of Wick.
• Evidence relating to infrastructure capacity and delivery.
• Highway access arrangements and potential safety implications.
• Environmental and landscape considerations.

The Community Council would welcome further clarification regarding the evidence base supporting this allocation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tmt
Wick Community Development Questionnaire - https://valeofglamorgan.oc2.uk/a/tm3
Summary of Wick Community Development Questionnaire - https://valeofglamorgan.oc2.uk/a/tm5

6452 Comment

Document Element: HG4 (3)

Respondent: Wick Community Council (Councillor Baker) [3585]

Summary:

Procedural Soundness (P1 & P2)
The Community Council seeks clarification regarding the evidence base supporting the identification of this site.
Specifically:
• What planning and site assessment criteria led to the identification of land east of Heol Fain as suitable for allocation?
• How this decision aligns with earlier plan-making stages where the site was not progressed.
• How cumulative growth in Wick since the adoption of the previous Local Development Plan has been assessed in determining the appropriateness of further allocations.
Understanding the reasoning behind the selection of this site would assist the community in understanding how it fits within the overall spatial strategy.

Proportionality of Growth
Community responses indicate that while a majority of residents oppose further housing growth in Wick, there is some acceptance that small-scale development may be appropriate, particularly where it reflects the scale and character of the village.
Survey responses indicate that:

• 47% prefer no additional housing
• 41% would support small-scale development (fewer than 20 homes)
This suggests that, where development occurs, residents consider that smaller sites may be more proportionate to the size and character of the settlement.

Affordable Housing & Local Connection
Community responses indicate that while views on additional housing are mixed, there is clear support for ensuring that any affordable or social housing provision benefits those with established local connections to the village.
Survey responses show that:

• 44% support the inclusion of affordable or social housing in principle
• 39% oppose
• 17% are unsure
However, where affordable housing is delivered, 78% of respondents indicated that priority should be given to applicants with existing family or employment links to Wick.
This outcome highlights a strong community preference for ensuring that affordable housing provision supports the sustainability of the local community, particularly for:
• younger residents wishing to remain within the village
• families with established local ties
• individuals currently priced out of the local housing market

The Community Council therefore asks that, should development proceed, consideration is given to mechanisms which prioritise local connection criteria where consistent with housing policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tmt
Wick Community Development Questionnaire - https://valeofglamorgan.oc2.uk/a/tm3
Summary of Wick Community Development Questionnaire - https://valeofglamorgan.oc2.uk/a/tm5

6575 Object

Document Element: HG4 (3)

Respondent: Mr Philip Murphy [1004]

Summary:

Consideration of this site for development is inconsistent with the decision made by the LPA to remove it from the current LDP.

Wick has already seen significant growth. With this site, Wick will have doubled in size. How can there be any further demand. Evidence shows there is very little affordable housing requirement in the St Brides Ward and demonstrates its unsuitability for affordable housing due to poor public transport, lack of services, and few employment opportunities.

Inconsistent assessment of candidate sites and planning applications.

This site was deemed unsuitable in the original candidate site register and now reconsidered for affordable housing. No formal notification to Wick Community Council or elected members to explain why this decision had been made. Therefore, there was no opportunity to raise objections.

Demonstrates a lack of consideration for the local community and a lack of ambition to protect rural villages.

The Council have no legal interest in St James Gardens. To permit access for construction traffic from St James Gardens raises public safety concerns.

Drainage issues in the St James Garden development have not been resolved and the system has not been adopted by Dwr Cymru.

Access and parking problems exist throughout surrounding roads. This will be made worse with further housing and make access to any new development impossible.

If the whole site had been allocated earlier, the development would have been planned with regard to its size and constraints, rather than becoming an unplanned add-on with significant consequences.

Can the Vale Council explain why it has removed site 355 from the RDLP in favour of 404. Site 355 does not have any of the complications associated with site 404, has the benefit of direct access from St Brides Road, replicates the linear form of existing residential development and minimises impact on the open countryside.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tv

6798 Support

Document Element: HG4 (3)

Respondent: C Baker, G Davies and J Hill [3762]

Agent: DPP Planning

Summary:

The site it is physically, legally, and infrastructurally connected to the nearby residential area. The site complements the existing development. We are committed to working with the Council for its timely development, addressing local rural housing needs effectively.

The Site is readily accessible via St James Road. The Supplemental Agreement dated 20 November 2015, which includes the Transfer details, confirms that the estate road linking the Site to the adopted highway at St Brides Road was expressly intended to serve the retained land (the Site) without the creation of any ransom position. The registered title also confirms the absence of any legal impediments to utilising this access. Furthermore, access through St James Gardens does not require consent from the private management company, and the title register confirms no restrictions that would prevent vehicular or pedestrian access via this established route.

This position is reflected in the signed Legal Agreement for the sale of the freehold property which has already been developed by BDW Trading Limited. Clause 13.5 states “The Buyer shall ensure that in any planning layout in respect of the Property that the layout provides for the benefit of pedestrian and vehicular access to the boundary between the Property and the Retained Land by means of the construction of a roadway to be built to adoptable standards leading to the boundary between the Property and the Retained Land to enable the continuing access and egress from the Retained Land over the Property, but subject always to the same having been approved by the local planning authority and/or local highway authority”.

Additionally, the title and plan for the retained land (WA986140) also notes that an easement has been registered pursuant to the terms of the agreement with BDW and the Land Transfer.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/387

6991 Comment

Document Element: HG4 (3)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A hydraulic modelling assessment (HMA) will be required.
Wastewater - The public sewerage network can accept potential foul flows from this development site. A 6" diameter abandoned sewer crosses the site. The site is near to a Sewage Pumping Station (SPS) and we would recommend that the LPA discuss the potential allocation with their Environmental Health Department. To avoid the potential for noise or odour nuisance for future occupiers it is strongly recommended that any properties are positioned a minimum of 15 metres away from the asset.
Wastewater Treatment Works - Wick WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7051 Comment

Document Element: HG4 (3)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

Whilst no clearly evident deficiency exists in respect to the site, it is known that Wick has been subject to significant growth and expansion in recent years – not least by virtue of significant housing allocations in the settlement as part of previous plans.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7153 Comment

Document Element: HG4 (3)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

Whilst no clear evident deficiency exists in respect to the site, it is known that Wick has been subject to significant growth and expansion in recent years – not least by virtue of significant housing allocations in the settlement as part of previous plans.

Other similarly sized and comparable settlements and locations have not by contrast been subject to any growth for some considerable time, and accordingly would warrant and benefit from provision as part of this new replacement plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7174 Comment

Document Element: HG4 (3)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

Whilst no clearly evident deficiency exists in respect to the site, it is known that Wick has been subject to significant growth and expansion in recent years – not least by virtue of significant housing allocations in the settlement as part of previous plans.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

4420 Object

Document Element: HG4 (4)

Respondent: Mrs Louise Reed [2764]

Summary:

This is a rural area, and the proposed site is agricultural land that has been used as a green space for many years. There is no public transport locally, the primary school is at full capacity, and the road is already particularly trouble with few cars sticking to the 20mph limit, making it often a dangerous place for children. All this considered, I feel there isn't the capacity or need for housing in such a rural area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4423 Object

Document Element: HG4 (4)

Respondent: Helen Robbins [2765]

Summary:

Not enough space for 22 houses

Change suggested by respondent:

Leave the field as it is, the area is beautiful and well populated as it is

Sound: No

Attachments: None

4427 Object

Document Element: HG4 (4)

Respondent: Mr Michael Robbins [2766]

Summary:

I strongly object to this proposal. Combined with other local applications, the cumulative impact on highway safety is unacceptable; the road is already hazardous for families walking to school. This development will destroy the rural landscape and a vital wildlife corridor used by foxes and hedgehogs. Replacing these permeable fields with housing increases surface water flood risk and permanently erodes the area's character. I urge the council to protect this greenfield site from unsustainable over-development that threatens both safety and local biodiversity.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4870 Object

Document Element: HG4 (4)

Respondent: Mr Edward Hunt [2995]

Summary:

While recognising the importance of affordable housing provision, the proposed concentration of tenure type in a small rural settlement risks undermining the objective of creating a genuinely mixed and balanced community.

Given the scale of Llangan as a rural village, the proportion of affordable housing proposed appears disproportionate when considered against overall settlement size and infrastructure capacity.

Although Felindre Road (past Llangan School) is 20mph, the reality is that it is a much higher speed road because there is no enforcement. Another junction onto the road will be an accident waiting to happen.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4937 Support

Document Element: HG4 (4)

Respondent: Mrs Karen Jacobs [2746]

Summary:

Good use of brownfield

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5512 Object

Document Element: HG4 (4)

Respondent: Mrs Francesca Dixon [3275]

Summary:

There are already three sites of affordable housing along this road, which is barely a two way lane. There is no bus service and no local employment opportunities other than in Cowbridge, Bridgend or Pencoed, therefore there will be increased car journeys on an already busy road.

Change suggested by respondent:

The site should not be added to the Replacement Local Development Plan.

Sound: No

Attachments: None

5517 Object

Document Element: HG4 (4)

Respondent: Mrs Francesca Dixon [3275]

Summary:

This is site is in a rural part of the Vale and surrounded by open countryside. There are already several developments along the road and there is a danger of ribbon development. There is no bus service and no immediate local employment opportunities therefore there will be an increase in car use, often through narrow country lanes.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5568 Object

Document Element: HG4 (4)

Respondent: Mr Ian Richards [3301]

Summary:

There is no public transport and the site is not reasonably accessible to day-to-day services, such as medical facilities, shops and community facilities.
The proposed expansion of the site goes against the VOG's objective to reduce the need for travel for VOG residents to meet their daily needs.
The site is in a Special Landscape Area and therefore the proposed development would be contrary to the VOG's object to protect and enhance the VOG's historic, built and natural environment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5589 Object

Document Element: HG4 (4)

Respondent: Mr David Hammond [1410]

Summary:

I note that the site is in a rural area near Cowbridge and Bridgend, with a scale that is out of character for the area. It would be close to and surround existing houses, blocking rear views of open countryside. Residents would need private cars to access work, shops, and services, as public transport is limited. The nearest shop is in Pencoed, and larger amenities are in Cowbridge or Bridgend. Additional properties could strain the small local school.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5713 Object

Document Element: HG4 (4)

Respondent: Mr Ian Tarr [3340]

Summary:

The sites are situated in rural Vale, surrounded by open countryside, 7 miles from Cowbridge and 8 miles from Bridgend. The site's scale is inconsistent with the local area, and residents would depend on private cars for most needs, as the primary school is full and there is no public transport to nearby shops in Pencoed. Access is via small single-lane country roads unsuitable for high traffic or emergency vehicles.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5956 Object

Document Element: HG4 (4)

Respondent: Llangan Community Council (Clerk) [239]

Summary:

I note that the site is in a rural area near Cowbridge and Bridgend, and its size is out of character with the surroundings, close to existing houses Cherryacre and Westwind. Development would surround these properties and block views of open countryside. Residents would depend on private cars for most needs, as public transport is unavailable to nearby amenities like Pencoed's shop. The expansion could also strain the small local school.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6222 Object

Document Element: HG4 (4)

Respondent: Mrs Helen Hammond [3490]

Summary:

The scale of the site is out of character with the local area and very close to the houses Cherryacre & Westwind. It would surround these properties and block any rear views across open countryside. increased traffic is a concern, especially during school times. there are no facilities, public transport or safe walking routes for health care, shopping etc.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6223 Object

Document Element: HG4 (4)

Respondent: Mrs Elana Farrant [2789]

Summary:

Poor access to site from a small single track country road.
Lack of amenities in the area to support further housing.
This area, and especially the small lane next to this site already suffers a with a lot of surface water. When there is rain, the small lane resembles a river. More building on fields will worsen this situation further, and properties which are already at risk of flooding will be subjected to further risk.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6251 Object

Document Element: HG4 (4)

Respondent: Mrs Juliana Wines [3503]

Summary:

I note that the site is in a rural area near Cowbridge and Bridgend, with a scale that is out of character and close to existing houses, which it would surround and block rear countryside views. Residents would depend on private cars for travel, as public transport is limited, and the nearest shop is in Pencoed. Additional properties might also strain the small local school.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6339 Object

Document Element: HG4 (4)

Respondent: Mr Richard Brian Antuch [3065]

Summary:

I believe the site conflicts with the RLDP's sustainable growth strategy, as it is poorly related to existing settlement patterns and risks dispersed development. It is also in an unsustainable location with inadequate transport links, likely increasing private car use. The site would harm the landscape, countryside, and settlement character, especially near valued landscapes. Concerns include poor placemaking, infrastructure capacity, and lack of justification for its necessity over other sites. Collectively with other nearby sites, it could cause excessive growth and landscape erosion. Therefore, I consider the site unsuitable for allocation in the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tx7

6345 Object

Document Element: HG4 (4)

Respondent: Mr Richard Brian Antuch [3065]

Summary:

I believe the site conflicts with the RLDP's strategy by being poorly related to existing settlement patterns, risking fragmented growth and undermining sustainable development principles. It has inadequate access to public transport, increasing reliance on private cars, contrary to policy and climate objectives. The site would harm landscape and settlement character, risk outward expansion, and lack justified need or alternatives. Infrastructure concerns and cumulative impacts with nearby sites are unaddressed. The location and constraints risk development that is peripheral, car-dominated and poorly integrated. Therefore, I consider it unsustainable, unsupported, and unsuitable for allocation within the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/tx7

6992 Comment

Document Element: HG4 (4)

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The water network can supply the proposed development.
Wastewater - The public sewerage network can accept potential foul flows from this development site. A 150mm diameter foul sewer crosses the site.
Wastewater Treatment Works - Cowbridge WwTW has capacity to accept foul flows from the proposed development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7052 Object

Document Element: HG4 (4)

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

This site does not align with the aims and targets set out in the Preferred Strategy, as it fails to meet several key development goals set out. It should therefore not be considered suitable to be allocated for future developments. Its inclusion is therefore unsound.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7088 Support

Document Element: HG4 (4)

Respondent: Mr Phil John [1119]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Support is given to the changes to the settlement boundary to include the RLDP allocation for rural led affordable housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3h9

7154 Object

Document Element: HG4 (4)

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

This site does not align with the aims and targets set out in the Preferred Strategy, as it fails to meet several key development goals set out. It should therefore not be considered suitable to be allocated for future developments. Its inclusion is therefore unsound.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7175 Object

Document Element: HG4 (4)

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

This site does not align with the aims and targets set out in the Preferred Strategy, as it fails to meet several key development goals set out. It should therefore not be considered suitable to be allocated for future developments. Its inclusion is therefore unsound.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7182 Support

Document Element: HG4 (4)

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Strong support is expressed for the proposed allocation at Land north of Westwinds, Fferm Goch of rural affordable-led housing within the Vale of Glamorgan Draft Local Development Plan (LDP) under policy HG4(4).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7183 Comment

Document Element: HG4 (4)

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

A flexible approach is encouraged with regard to the delivery of the dwellings in relation to a variety of factors and policy provisions including the housing needs across the Vale, the limit on numbers of rural affordable led sites in minor rural settlements, viability implications relating to obligations/carbon Zero and sustainability obligations and the potential to extend the allocation if the need for homes requires.

The site north of Westwinds business park, Fferm Goch has the ability to expand to the south to accommodate additional dwellings (both market and affordable dwellings) in order to sustain the viability of the site and meet need.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7184 Object

Document Element: HG4 (4)

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

There is concern surrounding the number of dwellings proposed and if the Plan seeks sufficient dwellings and affordable provision given the predicted need to 2036 shown in the LMHA.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

4399 Object

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Mr Iestyn Jones [1624]

Summary:

100% affordable housing is government funded where site abnormal costs can be accommodated and fall outside of the normal development appraisal. As such, affordable housing schemes are more than private housing on more difficult and costly to develop brown field and contaminated sites / land. The authority's approach to allocation within private housing developments should also ensure the need is met and therefore negate the requirement to need to develop outside of settlement at all, thus preserving the natural environment and ecology.

Change suggested by respondent:

As above, ensure affordable housing is delivered as part of the wider private and rented social housing allocations, preserve green open countryside, ecology and space between towns to prevent urban sprawl.

Sound: No

Attachments: None

4800 Comment

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Cwmpas [1874]

Agent: Cwmpas

Summary:

Paragraph 6.141 – positive comment and response within the context of Exceptions Policy HG5.

it is considered that the direct reference to community led affordable housing in the Deposit Plan document addresses and removes some of the potential barriers and challenges faced in the delivery of such forms of housing in terms of the availability of sites, enhancing evidence bases of housing need through genuine community level assessment and survey to supplement wider LHMAs and, standards within community led housing schemes around design, density, energy and sustainable transport most closely reflect placemaking principles. In addition, explicit reference to community led housing bridges the knowledge gap around models and management of such housing when compared to other more traditional forms of private and social housing development and thereby recognises the significant role and contribution community led affordable housing makes in addressing pressing and urgent housing needs.

Change suggested by respondent:

A request would be made that as well as reference to community land trusts that wording is supplemented with suggested words of ‘and other forms and models of community led affordable housing.’

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/scd

5126 Support

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Policy HG5, states 100% affordable housing exception sites can be located outside a settlement boundary where they comply with PPW/TAN2 and any threshold/policy requirements set in the Deposit Plan. The Welsh Government supports this approach.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6330 Object

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Penllyn Community Council (Clerk) [243]

Summary:

Provide additional or amended Planning policies [either free standing or within SP3 or HG5] to allow for single unit/micro development, by companies or individuals, of
appropriate, affordable housing units within all communities including 'Hamlets and Smaller Rural Settlements' [in the Countryside] where this is supported by the local community and meets the requirements of SSC1.
These new/amended policy statements [alongside the existing requirements of SSC1 and HG5] could then be applied across all existing settlements and communities currently classified as undefined 'Hamlets and Smaller Rural Settlements' and hence 'Countryside' to allow for controlled appropriate development of affordable homes to meet the aspirations of Para 5.24. and the local Community.

Change suggested by respondent:

Provide additional or amended Planning policies [either free standing or within SP3 or HG5] to allow for single unit/micro development, by companies or individuals, of
appropriate, affordable housing units within all communities including 'Hamlets and Smaller Rural Settlements' [in the Countryside] where this is supported by the local community and meets the requirements of SSC1. These new/amended policy statements [alongside the existing requirements of SSC1 and HG5] could then be applied across all existing settlements and communities currently classified as undefined 'Hamlets and Smaller Rural Settlements' and hence 'Countryside' to allow for controlled appropriate development of affordable homes to meet the aspirations of Para 5.24. and the local Community.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4sh

6647 Object

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

We advise that, particularly given these sites are permissible outside of settlements and could be in countryside locations, criterion 6 should be amended to:
“There is no loss of land with significant recreational, amenity, agricultural, ecological or natural heritage value”.

Change suggested by respondent:

Criterion 6 should be amended to:
“There is no loss of land with significant recreational, amenity, agricultural, ecological or natural heritage value”.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7049 Support

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

The current policy wording for the Affordable Housing Site Exception Policy and the criteria listed out in the policy is generally supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7050 Comment

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

It is noted that a 'cap' of 10 dwellings (as referenced within supporting text Para 6.140) is set. This should be amended due to such a 'cap' limiting the flexibility of the policy, in particularly for sites coming forward as part of this policy in Minor Rural Settlements.

As such, we would suggest that supporting Para 6.140 should be amended in order to allow for further flexibility for sites in Minor Rural Settlements to come forward and to deliver affordable housing, given that the criteria set out in the policy would already protect and restrict the extent of any development as it stands.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7151 Support

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

The current policy wording for the Affordable Housing Site Exception Policy and the criteria listed out in the policy is generally supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7152 Comment

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

It is noted that a 'cap' of 10 dwellings (as referenced within supporting text Para 6.140) is set. This should be amended due to such a 'cap' limiting the flexibility of the policy, in particularly for sites coming forward as part of this policy in Minor Rural Settlements.

As such, we would suggest that supporting Para 6.140 should be amended in order to allow for further flexibility for sites in Minor Rural Settlements to come forward and to deliver affordable housing, given that the criteria set out in the policy would already protect and restrict the extent of any development as it stands.

Change suggested by respondent:

Amend supporting text.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7170 Support

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

The current policy wording for the Affordable Housing Site Exception Policy and the criteria listed out in the policy is generally supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7171 Comment

Document Element: HG5 - AFFORDABLE HOUSING EXCEPTION SITES

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

It is noted that a 'cap' of 10 dwellings (as referenced within supporting text Para 6.140) is set. This should be amended due to such a 'cap' limiting the flexibility of the policy, in particularly for sites coming forward as part of this policy in Minor Rural Settlements.

As such, we would suggest that supporting Para 6.140 should be amended in order to allow for further flexibility for sites in Minor Rural Settlements to come forward and to deliver affordable housing, given that the criteria set out in the policy would already protect and restrict the extent of any development as it stands.

Change suggested by respondent:

Amend supporting text.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

5542 Object

Document Element: HG6 – PROVISION OF SPECIALIST ACCOMMODATION

Respondent: Mrs Barbara Entwistle [2589]

Summary:

More private bungalows need to be built to reflect the ageing population & free up larger houses.

Change suggested by respondent:

Built more bungalows.

Sound: No

Attachments: None

6629 Comment

Document Element: HG6 – PROVISION OF SPECIALIST ACCOMMODATION

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

All specialist housing is built to Secured by Design and South Wales Police are involved at the pre planning stage of specialist developments.
All older person's housing to be built to Secured by Design standards and pre application consultation with Designing Out Crime Officers.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6627 Comment

Document Element: HG7 - HOUSES IN MULTIPLE OCCUPATION (HMOs)

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police Designing Out Crime Officers to work in partnership with the Vale of Glamorgan Council Planning Department to compile a specific planning guidance in relation to Houses of multiple occupancy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

4468 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr richard mann [2799]

Summary:

Allocation of site in Llangan for the purpose of G&T breaches agreement with local community and will be subject to a legal challenge.

Change suggested by respondent:

Site to be removed

Sound: No

Attachments: None

4508 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Joanne Jenkins [2780]

Summary:

In relation to the existing Traveller site, my understanding is that following a court case approximately five years ago, it was agreed that the family currently occupying this site would relocate further up the road to join the rest of their family. At that time, it was also agreed that the original site would be returned to the village of Llangan for use as allotments. This resolution followed considerable effort, distress, and financial contribution from local residents to resolve the matter.

I fully recognise and respect the need for Traveller families to have appropriate and secure places to live. However, I believe that Llangan has been more than accommodating to the existing families over many years, and I am concerned about the cumulative impact of further development on a small rural village with already limited infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sgy

4602 Comment

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture or best equivalent to give everyone a high quality of life on many grounds outlined.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5132 Comment

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Gypsy and Travellers
The Gypsy and Traveller Accommodation Assessment GTAA (June 2022, approved June 2024) identifies a total need for 11 pitches over the plan period up to 2036, of which 9 pitches are 'immediate' by 2026. WG note that 4 pitches have since gained planning permission, reducing the remaining need over the plan period being 7 pitches. 8

Policy SP9 identifies a site at Llangan (0.76Ha) to accommodate the 7 pitches needed. It will be for the Council to demonstrate the appropriate site selection assessment process has been followed and that the site complies with requirements in PPW (4.2.35), Circular 005/2018 (paragraph 35) any relevant guidance and the DPM (5.80-5.85) to allocate a deliverable site in the plan period. The views of the relevant statutory bodies must also be agreed with no outstanding objections to the delivery of the site. The Welsh Government has no objection in terms of meeting the numerical need for gypsy traveller accommodation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5188 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr David Reed [3156]

Summary:

I regard this site as unsuitable for this proposed use on the following grounds.
A Judicial Review found the original process to be illegal and directed the then South Glamorgan Authority to return it to its previous use (Agricultural land)
It was subsequently (2017) agreed with the VoG that it should be transferred to Llangan Community Council for use as a village amenity site i.e. allotments, exercise area, community orchard etc. This position was reaffirmed in 2022 directly with Marcus Goldsworthy and the Planning Department.
The area has no public transport
Access to the site is via single track lanes with infrequent passing places used frequently by agricultural vehicles.
Movement of trailers, Caravans etc is particularly difficult and hazardous and for that reason no hauliers visit the village with articulated vehicles.
The existing cesspit system is faulty and insufficient at present and maintained at considerable expense by VoG. The village pumping station cannot cope with the site being tied into the mains sewage system and would require upgrading.
There are no play areas for local children or outside community space.
There are no health facilities
There are very limited spaces in Llangan School and no safe pedestrian access to the nearest bus stop (1 mile)

Change suggested by respondent:

The VoG will make good on its commitment to return this land to the Llangan Community Council for use as a village green and to be used as allotmeents, green space etc.etc as decided by the local community. It will be protected by codicils from disposal by the LCC for any development.

Sound: No

Attachments: None

5305 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Sarah Towler [3223]

Summary:

Llangan Gypsy and Traveller Site.
Site in village is unauthorised. Judicial Review found local authority acted illegally in creating this site which should have been returned to its previous agricultural state and subsequently in 2017 Vale of Glamorgan reached an agreement with Llangan Action Group to return the site to the Community Council.
Any granting of planning permission would have to be considered ultra vires.

Change suggested by respondent:

The site is in an unsustainable location.
The site is in open countryside.
The site has restricted access and is unsafe.
There are no public services and the local school is at capacity.
The site does not promote sustainable access to employment, shopping, education, health, community, leisure and sports facilities.

Sound: No

Attachments: None

5332 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Peter Harries [3232]

Summary:

I note that the site's previous planning permission was quashed and a binding undertaking requires the land to return to its agricultural state after the family vacates. The proposed expansion conflicts with this undertaking. An agreement with the community to vacate the site was broken without explanation. The site does not meet current criteria due to poor access, drainage, safety concerns, lack of local facilities, and its location outside sustainable transport options. The inspector's report only deemed two pitches appropriate, and the proposed increase risks damaging the local landscape and community relations.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5335 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Edward Hunt [2995]

Summary:

I understand that the site's previous planning permission was quashed, and a binding undertaking to restore it to agricultural use remains in force. The VOG's proposal to expand the site to seven pitches conflicts with this undertaking and is inconsistent with the site's poor access, drainage issues, and lack of local facilities and public transport. The expansion would harm the rural character, landscape, and community. The site's designation as a Special Landscape Area and proximity to a conservation area further restrict development. The site was supposed to be allotments and even the 2 current pitches prevent that happening.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5340 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Peter Harries [3232]

Summary:

The site does not meet the VOG's current GTAA and Policy MD18 criteria due to poor access, inadequate for emergency vehicles, and unsafe extended walks without lighting or footpaths. Expansion from 2 to 7 pitches is not supported, as it worsens access, drainage, and safety issues. The local area lacks facilities, public transport, and is over 7.5km from services, conflicting with sustainable transport goals. The site's size and proposed pitches are inappropriate, risking community tension, and do not meet social housing standards. The inspector's report concluded only 2 pitches were

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

Fuirthermore, new site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5350 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Annie Price [3238]

Summary:

There is an existing formal agreement in place that states the land will be returned to its original agricultural condition once vacated by the current occupiers. Why is this agreement not being honoured?

Access to the site is poor (from all directions) and does meet the requirements for emergency vehicles. There is no public footpath or street lighting. There is no public transport and no facilities within walking distance, so any expansion will lead to more traffic on the already limited lanes. A previous report found that the area was only suitable for two pitches.

Change suggested by respondent:

The allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

Sound: No

Attachments: None

5488 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Janet Reed OBE [3269]

Summary:

In 2017, an agreement was made for the site's vacation and transfer to LCC for community use, but this was breached. The site remains unsuitable, failing to meet VoG's criteria and policies due to inadequate access, being on a floodplain, lacking footpaths, street lighting, public transport, and amenities, with no wastewater infrastructure.(VOG pays for cesspit emptying) It is located in a Special Landscape Area near the Llangan Conservation Area. The size and number of pitches do not comply with social housing standards for gypsy/traveller sites.

Change suggested by respondent:

For the reasons sety out above the allocation of the site at Llangan for Gypsy/Traveller site is not justified and is inconsistent with the councils own policies and renages on the existing agreement made between the Council,Llangan Action and the current site occupier.
It ignores the instructions set out by the judge in the judicial review.

Sound: No

Attachments: None

5508 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Francesca Dixon [3275]

Summary:

Planning permission to use the site to provide Gypsy and Traveller Accommodation was legally rejected in 1997. This ruling remains in force. In 2017 a further agreement to restore the site upon departure of the original family living there was made. The site fails to meet VOG's criteria for Accommodation Assessment. The lane by the site regularly floods, is narrow and in poor condition. Access to the village is constrained by narrow lanes; they flood; there is no streetlighting or footpaths; there is no bus service. There are no facilities or employment opportunities within the village environs.

Change suggested by respondent:

For the reasons set out above the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified, it does not meet the legal ruling of 1997 and is indeed inconsistent with the Council's (VOG) own policies regarding land use and in particular facilities that must be available to support such sites and those living there The site should be removed from the Replacement Local Development Plan and an alternative identified that better meets VOG's policy criteria.

Sound: No

Attachments: None

5545 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr John Melville [3289]

Summary:

I believe the site should not be used for the proposed gypsy and traveller pitches because it conflicts with previous legal undertakings, planning policies, and assessments. The site's access is inadequate, unsafe, and poorly connected to facilities and public transport, contradicting sustainability objectives. Expansion to seven pitches would harm the rural character, natural environment, and landscape designated areas. A prior agreement to return the site to community use as allotments should be honoured. Therefore, I recommend removing the site from the plan and identifying alternative locations that better meet the relevant criteria.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5552 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr David Hammond [1410]

Summary:

I state that the site should not be used for the proposed or any other purpose by VOG due to breaches of agreements made in 2017, previous planning permission issues, and a binding undertaking to restore the land. The site does not meet VOG's own criteria, being poorly accessible, unsafe, and lacking local facilities. It conflicts with policy objectives on sustainability, community, and environment. Expanding the site to seven pitches contradicts legal, planning, and community considerations, especially given its designation within a Special Landscape Area and proximity to conservation areas.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land. The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5566 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr michael davey [3300]

Summary:

I understand that the site cannot be used for the proposed Gypsy and Traveller pitches due to legal undertakings, poor access, and drainage issues, as well as its location being unsuitable for sustainable living. The site's expansion from two to seven pitches conflicts with planning policies, community agreements, and environmental protections, including its status within a Special Landscape Area. The previous agreement to return the site to community use as allotments remains valid, and the proposed development risks harming local character, increasing tension, and failing to meet the community's needs or sustainable development objectives.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5593 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Mathew Daniels [3302]

Summary:

I object because there is a legally binding agreement from 2017 involving the VOG council, Llangan Community Council, and the 'ONE' traveller family, although it is unenforced. The site does not meet VOG guidelines due to poor access, flood risk, inadequate drainage, lack of public footpaths, street lighting, and public transport, making it dangerous. It is located in a special landscape area near a conservation site and contradicts VOG's sustainability objectives by increasing vehicular traffic on poorly maintained rural lanes which hampers access to local facilities and emergency services.

Change suggested by respondent:

I don't think this plan is appropriate at all.
This plan should be cancelled and a more appropriate site found elsewhere that is more suitable.
For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5598 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Dr Ross Chidgey [3291]

Summary:

The use/expansion of this site should be rejected. Planning permission for such use was quashed by the High Court in R v South Glamorgan County Council ex parte Harding(1997), and the Council subsequently gave a binding undertaking in 1996 to restore the land to agricultural use once the existing family vacated. In 2017 the Council agreed the site would transfer to Llangan Community Council for community use but later reversed this without consultation. The site has poor access, inadequate drainage, and unsafe routes, it is unsuitable for expansion to seven pitches due to limited services, transport, and emergency vehicle access

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration

Sound: No

Attachments: None

5599 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Dr Ross Chidgey [3291]

Summary:

In June 2017, an agreement was made for the site to be transferred to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller pitches due to poor access, drainage, lack of public facilities, and its location. It also fails to meet social housing standards and risks community tension. The site's location in a Special Landscape Area and proximity to a conservation area make expansion undesirable. Transferring the site to the Community Council aligns better with VOG's environmental and community objectives.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5602 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Dr Beverley Evans [3306]

Summary:

I note that an agreement was reached with the VOG for the site's vacating and transfer to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller use due to poor access, drainage, lack of public transport or amenities, and inappropriate size. It also fails to meet social housing standards and risks community tension. Situated in a protected landscape area, expansion conflicts with environmental, landscape, and local objectives, and the site's ownership does not justify its proposed development.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

Sound: No

Attachments: None

5604 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Dr Beverley Evans [3306]

Summary:

In June 2017, an agreement was reached for the site's transfer to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller use due to poor access, drainage, lack of amenities, and its location in a sensitive landscape area. It does not meet social housing standards, risks community tension, and conflicts with VOG's objectives to protect the environment, reduce travel needs, and promote community facilities. The site's ownership by VOG does not justify its expansion.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5605 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Mathew Daniels [3302]

Summary:

I believe this proposal, like SP9, is poorly considered and contradicts a lawful agreement made in 2017 between the VOG council, Llangan community council, and the 'ONE' traveller family to transfer the site for community use. Points 1-7 in the proposal are inaccurate. The site's only access is via rural lanes, increasing traffic and risking safety. It does not meet social housing standards, risks community tension, is in a flood risk area with inadequate amenities, and is in a protected landscape area, making the expansion inappropriate.

Change suggested by respondent:

There are no changes that, in my mind would support any such proposal. There are no provisions to restrict the use of this site in the future should this inappropriate proposal be passed; furthermore the VOG Council has shown that they can agree to certain lawful proposals only to renege on them in future years. Therefore this proposal should be removed from the development plan.

Sound: No

Attachments: None

5625 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Ms An Silk [3259]

Summary:

Access to local amenities from the site is poor. There is no public transport or safe (walking) route to Cowbridge / Pencoed, therefore journeys will need to be by car. The road is narrow and access for emergency services would be difficult.

The scale of the proposed number of pitches poses a real risk of escalating fear and tension within the local community, which would be contrary to encouraging and developing good relations between Gypsy Travellers and the settled community.

Furthermore, the independent inspector's report concluded the site was only suitable for 2 pitches after reviewing all the evidence.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

Sound: No

Attachments: None

5626 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Ms An Silk [3259]

Summary:

Access to the site is poor and there are very limited facilities within a 3mile radius. Vehicular access is particularly restricted. The scale of the proposal is not proportionate to the scale of the site.
The site is in a Special Landscape Area whereas the RDLP background paper acknowledges the importance of protecting views and landscape character within these areas. The proposed expansion is contrary to that view.
The site would not meet the standards required for social housing.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

Sound: No

Attachments: None

5642 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Ruth Williams [3324]

Summary:

In June 2017, Llangan Action, the Community Council, and a traveller family agreed to vacate and transfer the site for community use, but the RLDP proposal contradicts this. The site is unsuitable for gypsy and traveller accommodation due to poor access, drainage, lack of public transport, and inappropriate size. It does not meet social housing standards and risks increasing tensions. Located in a protected landscape area, expansion conflicts with conservation aims and VOG objectives to promote community facilities, reduce travel needs, and protect the environment. The site's ownership does not justify its proposed expansion.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5719 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Ian Tarr [3340]

Summary:

In June 2017, an agreement was made for the site to be vacated and transferred to the Community Council for community use, contrary to the RLDP proposal. The site is unsuitable for gypsy and traveller accommodation due to poor access, drainage, lack of public transport, and inappropriate size. It is in a protected landscape area and near a conservation area, which the expansion would harm. The site's transfer to the Community Council for allotments better aligns with local objectives to enhance community facilities, protect the environment, and reduce travel needs.

Change suggested by respondent:

The site's transfer to the Community Council for allotments better aligns with local objectives to enhance community facilities, protect the environment, and reduce travel needs.

Sound: No

Attachments: None

5743 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Jonathan Vafidis [3081]

Summary:

This proposal is contrary to previous agreements between VOG and local representatives in 2017. The objections were based on the unsuitability of the site. It remains unsuitable for exactly the same reasons: it is in low lying land which is a flood risk, there are no amenities nearby, access is critically restricted, no footpaths or lighting, it is in and adjacent to protected areas.

Change suggested by respondent:

This site remains wholly unsuitable for any expansion of traveller provision and indeed as per previous agreements and in the spirit of previous legal judgements against South Glamorgan Authority (1997) there should be action to close it and return the site to its original agricultural purpose

Sound: No

Attachments: None

5816 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Ms Frances Thornton [3356]

Summary:

I note that the proposed allocation of the Penllyn Glebe site conflicts with the 2017 agreement and a 1996 undertaking to vacate the site for agricultural use. The site is unsuitable for development due to access issues, flood risk, poor drainage, and safety concerns, especially as it does not meet the Council's criteria for a gypsy and traveller site. Its location within a protected landscape area and lack of amenities further undermine its suitability. The proposal contradicts policies aimed at reducing travel, promoting sustainability, and protecting the environment.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework, previous legal commitments given in relation to the land, Welsh Government guidance and national planning policy.

The site should therefore be removed from the RLDP and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

New site grants are available and costs of facilitating an alternative site should not be a material planning consideration.

Sound: No

Attachments: None

5865 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr James Farrant [3402]

Summary:

In June 2017, an agreement was reached with the VOG to transfer the site to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller pitches due to poor access, drainage, lack of public transport, and inappropriate size. It also does not meet social housing standards and risks community tension. Located in a sensitive landscape and conservation area, the expansion conflicts with environmental protection objectives and VOG's goals to reduce travel and promote community facilities. Ownership alone does not justify the expansion.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration

Sound: No

Attachments: None

5931 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Gaye Bacon [3428]

Summary:

In June 2017, an agreement was reached for the site's vacation and transfer to the Community Council for community use, contrary to the RLDP proposal. The site is unsuitable for the proposed gypsy and traveller use due to poor access, drainage, lack of amenities, and its location in a designated landscape area. It does not meet social housing standards and could increase community tension. Transferring the site for allotments aligns better with VOG's environmental and community objectives, and ownership alone does not justify expansion suitability.

Change suggested by respondent:

· For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5954 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Llangan Community Council (Clerk) [239]

Summary:

Llangan Community Council object to expanding the Traveller site at Llangan. An agreement in 2017 mandated the site's transfer to the Community Council after most families moved to a new private site. The VOG has breached this agreement, and the site does not meet the VOG's own Gypsy and Traveller Accommodation Assessment criteria. Access is poor and unsafe, drainage is inadequate, and the location is unsuitable for increased pitches due to lack of services, transport, and community facilities. The proposed expansion conflicts with local policies, landscape protections, and previous commitments, and should be removed from the plan.

Change suggested by respondent:

The agreement from 2017 should be upheld and the land transferred to the community.

Sound: No

Attachments: None

6061 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Llangan Action Group [3438]

Agent: Hugh James

Summary:

The proposed Llangan allocation is unsound in law and planning terms. It conflicts with the Council's 1996 undertaking, reinforced by later discussions, that the site would be vacated and restored, creating a legitimate expectation. It also conflicts with national policy and the Council's own policies requiring sustainable locations, safe access and appropriate scale. Llangan is a rural hamlet with poor services, limited public transport and unsuitable highway and drainage infrastructure. The proposal expands the site from two to seven pitches without adequate justification, harms the Special Landscape Area/conservation setting, and is not clearly deliverable or the most suitable site.

Change suggested by respondent:

Please refer to the previous section above.

Sound: No

Attachments:

6091 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Llangan Community Council (Clerk) [239]

Summary:

I object on behalf of Mr William Carroll, who lacks website access but verbally conveyed his concerns. He is very angry about the VOG's plan to expand the site to seven pitches and offer them to strangers with no family ties. He recalls a 2017 agreement where the site was to be vacated and transferred to the Community Council, which has not been honoured. He believes the area cannot support more pitches, citing lack of local services, public transport, and inadequate drainage, making the expansion unfair and unsuitable.

Change suggested by respondent:

The site should be removed from the plan and the asset transferred to the community as agreed in 2017.

Sound: No

Attachments: None

6104 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Elizabeth Davey [3476]

Summary:

In June 2017, an agreement was made for the site to be transferred to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed use due to poor access, drainage, lack of public transport, and its location in a conservation area. It does not meet standards for social housing or community needs, risking community tension. The expansion conflicts with environmental, landscape, and climate objectives, and owning the site does not automatically justify its development.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6105 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Elizabeth Davey [3476]

Summary:

In 2017, Llangan Action, the Community Council, and a traveller family agreed to transfer the site to serve the community, but the RLDP proposal contradicts this. The site is unsuitable due to poor access, drainage, lack of public transport, and inappropriateness for social housing. Its location in a conservation area and landscape zone further opposes expansion. The proposed increase in pitches could cause community tension and conflicts with environmental and development objectives, despite the VOG's ownership. The site's transfer for community use as allotments aligns better with the VOG's goals.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6192 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Helen Hammond [3490]

Summary:

The proposal is not in line with the VOG own criteria. It is not inline with the agreement made by VOG with the community in 2017 or the undertaking made in 1996. The community should be able to trust VOG to keep to its own agreements and support the community to provide facilities for all to use. The expansion to 7 pitches is way beyond what the inspector previously found to be acceptable at this location. It does not provide for a sustainable future community for Llangan for all residents including the current occupants of the site.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6235 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Ms Helen Bigley [3500]

Summary:

In June 2017, an agreement was reached for the site's transfer to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller pitches due to poor access, drainage, lack of public transport, and its location in a sensitive landscape area. It does not meet social housing standards, risks community tension, and conflicts with VOG's objectives to protect the environment, reduce travel needs, and enhance community facilities. The site's ownership does not justify its expansion.

Change suggested by respondent:

The agreement reached with the VOG to transfer the site to the Community Council for use as allotments (following the success of a similar project in the neighbouring village of Treoes) would better meet the VOG's vision to in its RLDP objectives to mitigate the adverse effects of climate change and to enhance and promote community facilities and services in the VOG.

Sound: No

Attachments: None

6243 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mrs Juliana Wines [3503]

Summary:

In June 2017, an agreement was reached for the site to be vacated and transferred to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller use due to poor access, drainage, absence of public transport, and inadequate size. It fails to meet social housing standards and risks community tension. Located in a protected landscape area, expansion would harm landscape views and contradict objectives to reduce travel needs, protect the environment, and promote community facilities. Ownership alone does not justify development.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6484 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr Richard Brian Antuch [3065]

Summary:

I oppose the extension of the Gypsy and Traveller site at Llangan, citing legal and community concerns. The site's previous planning permission was quashed, and the Council has not fulfilled its obligation to remove structures or revert the land to agriculture, despite a 2017 agreement and a legal undertaking. The site is unsuitable due to poor access, drainage, lack of nearby facilities, and its location within a Special Landscape Area. Expanding to seven pitches conflicts with local policies, community objectives, and the site's environmental and historical significance. I recommend removing it from the development plan and identifying better alternatives

Change suggested by respondent:

Site should therefore be removed forthwith from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

Sound: Not specified

Attachments:

Email Representations Redacted - https://valeofglamorgan.oc2.uk/a/3qm

6948 Object

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Mr & Mrs Annie and John Williams [3325]

Summary:

Objection to the local development plan's consideration of the unauthorised travellers site east of Llangan, specifically its continuation and enlargement from two to seven pitches. The site has a long history of legal issues, including judicial reviews and directives to revert to agricultural use. In 2017, it was agreed that the land should be transferred to Llangan Community Council for village use, but it remains unsuitable due to lack of transport, difficult access, inadequate sewage, and absence of community facilities.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3325 Williams [6849] Redacted - https://valeofglamorgan.oc2.uk/a/3d6

6993 Comment

Document Element: SP9 - GYPSY AND TRAVELLER SITE PROVISION

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The nearest watermain is approximately 100 metres from the site.
Wastewater - The nearest sewer is approximately 350 metres from the site.
Wastewater Treatment Works - Penybont Merthyr Mawr is the nearest WwTW catchment to the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4982 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Emma Reed [2653]

Summary:

Is this actually deliverable as the site has been discussed for years and never delivered?

Change suggested by respondent:

Show that the site can actually be delivered in the next 10 years

Sound: No

Attachments: None

5351 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Annie Price [3238]

Summary:

The proposed expansion does not meet the criteria set out below. The site is not reasonably accessible to essential services and facilities. Access is poor and there is limited space for emergency vehicles. There are no public transport links. Previous independent reports have identified problems with access and drainage. The proposed site is in a designated special landscape area and adjacent to the Llangan Conservation area.

Change suggested by respondent:

As per the points above, the site does not meet the criteria as described below so alternative sites should be identified.

Sound: No

Attachments: None

5489 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Janet Reed OBE [3269]

Summary:

The site is totally unsuitable- there is no public transport and no accessible healthcare within 4miles.There are no amentities. Access is too narrow in parts to comply with emergency service requirements. Doesn't meet standards for social housing. It's on a flood plane, increasing to 7 pitches makes the scale disproportionate. There is no drainage, waste water provision is via cesspit. Costs of upgrading site would not meet value for money criteria. Site is close to Llangan Conservation Area and is a Special Landscape Area.

Change suggested by respondent:

The site should be removed from the plan. It is inconsistent with the councils policy framework and doesn't meet the criteria set out in the Gypsy and traveller accomodation Assessment and Policy MD18.
It breaches exisitng legal commitments relating to the site - the judicail review and 2017 agreement made between VOG, LCC and the site occupier.

Sound: No

Attachments: None

5547 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mr John Melville [3289]

Summary:

I believe the site should not be used for the proposed purpose because it conflicts with legal undertakings, current planning policies, and its suitability. The site's poor access, lack of facilities, and location in a Special Landscape Area make it inappropriate for expansion to seven pitches. It contradicts the Council's objectives for sustainable communities, environmental protection, and efficient land use. Additionally, an earlier agreement to convert the site into allotments was revoked by the VOG without discussion. The site should be removed from the plan, and alternative locations better aligned with policy criteria should be identified.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18

New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

5932 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Gaye Bacon [3428]

Summary:

In June 2017, Llangan Action, the Community Council, and a traveller family agreed on vacating and transferring the site for community use, but the RLDP proposal contradicts this. The site is unsuitable for the proposed gypsy and traveller pitches due to poor access, drainage issues, lack of public transport, and inappropriate size. It also fails to meet social housing standards, risks community tension, and threatens local landscape and conservation areas. Transferring the site to the Community Council for allotments would better align with VOG's objectives to promote community facilities, reduce travel needs, and

Change suggested by respondent:

· For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6185 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mr Darren Wines [3487]

Summary:

In June 2017, an agreement was made for the site to be transferred to the Community Council for community use, but the RLDP proposal contradicts this. The site is unsuitable due to poor access, drainage, lack of public transport, and its location in a conservation area. It does not meet standards for social housing or the VOG's criteria for gypsy and traveller sites. Expanding the site risks community tension, conflicts with landscape protections, and opposes the VOG's objectives to reduce travel needs and preserve the environment. Ownership alone does not justify expansion.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.

· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6208 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Helen Hammond [3490]

Summary:

The site is poorly accessible, lacking nearby services, shops, and public transport, contradicting RLDP goals to reduce travel and promote sustainability. Access is narrow and unsuitable for emergency vehicles, with alternative routes also inadequate. Expanding to seven pitches would worsen emergency access, harm the rural character, and alter residents' living conditions. It would increase traffic and safety risks, especially for children, and undermine a 2017 agreement to develop allotments. Flooding and drainage issues would worsen, making the site unsanitary and environmentally damaging to the village's conservation area and protected views.

Change suggested by respondent:

The agreement of 2017 between VOG and the community should be honoured and the site returned to the community for community facilities and allotments that are much needed in the village. The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.

Sound: No

Attachments: None

6217 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Elana Farrant [2789]

Summary:

In June 2017, an agreement was reached to vacate the site and transfer it to the Community Council for community use, contrary to the RLDP proposal. The site is unsuitable for gypsy and traveller pitches due to poor access, drainage, lack of amenities, and its location in a conservation area. It does not meet social housing standards, risks community tension, and conflicts with environmental and landscape protections. Transferring the site for allotments would better align with VOG's objectives to promote community facilities, reduce travel needs, and protect the environment.

Change suggested by respondent:

· For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6238 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Ms Helen Bigley [3500]

Summary:

In June 2017, Llangan Action, the Community Council, and a traveller family agreed to vacate the site for community use. However, the RLDP proposal contradicts this agreement. The site is unsuitable due to poor access, drainage issues, lack of public amenities, and its location in a sensitive landscape area. The site does not meet VOG criteria for gypsy and traveller sites, nor social housing standards. The proposed expansion risks community tension and conflicts with landscape protection policies.

Change suggested by respondent:

The agreement reached with the VOG to transfer the site to the Community Council for use as allotments (following the success of a similar project in the neighbouring village of Treoes) would better meet the VOG's vision to in its RLDP objectives to mitigate the adverse effects of climate change and to enhance and promote community facilities and services in the VOG.

Sound: No

Attachments: None

6245 Object

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: Mrs Juliana Wines [3503]

Summary:

In June 2017, an agreement was reached for the site's transfer to the community council for use by the community, which contradicts the RLDP proposal. The site is unsuitable due to poor access, drainage, lack of public transport, and its location in a conservation area. It does not meet standards for social housing or community needs and risks increasing local tensions. Transferring the site to the council for allotments aligns better with VOG's objectives to promote community, mitigate climate change, and protect the natural environment. The site's ownership alone does not justify its expansion.

Change suggested by respondent:

For the reasons set out above, the allocation of the site at Llangan for additional Gypsy and Traveller pitches is not justified and is inconsistent with the Council's own policy framework and previous legal commitments relating to the land.
· The site should therefore be removed from the Replacement Local Development Plan and alternative sites identified which better meet the criteria set out in the Gypsy and Traveller Accommodation Assessment and Policy MD18.
· New site grants are available and cost should not be a material planning consideration.

Sound: No

Attachments: None

6628 Comment

Document Element: GT1 - GYPSY AND TRAVELLER ACCOMMODATION

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police would ask that they consulted to provide Secured by Design advice at the pre planning stage of any such development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

4604 Object

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Mr David Barton [2683]

Summary:

This doesn't work in reality alienating outsiders from investing here.

Change suggested by respondent:

reverse this step and make the area easy to navigate by motor vehicle including free car parking en masse.

Sound: No

Attachments: None

4983 Object

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Emma Reed [2653]

Summary:

Rhoose is taking some 10 percent of increased development yet there are no improvements to rail or bus services. The Plan allocates St Athan Rail land without any evidence it will be delivered. As a minimum there should be two trains an hour in Rhoose BEFORE any new development is even considered. Same with buses a minimum of 2 per hour. The active travel route to Weycock Cross also must be completed. If the developments at Rhoose cannot provide such enhancements the developments must not happen as the Plan would be unsound having not considered appropriate infrastructure.

Change suggested by respondent:

Before any development in Rhoose better transport facilities as identified above must be provided. This is essential to make the Plan sound. Without them the Plan is unsound.

Sound: No

Attachments: None

5348 Comment

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Professor Andrew Vincent [920]

Summary:

The bus to the airport has been at best a variable and very infrequent item. Most people who are looking not to pay for airport parking will regularly park their car, sometimes for several weeks, in Pontypridd Road and then get a taxi to and from the airport. My wife and I have seen this too many times to count. The airport bus has been too infrequent and too unreliable for most people.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5349 Comment

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Professor Andrew Vincent [920]

Summary:

A regular public transport from Port Road area to either Dinas or Cardiff would indeed be welcome. But in the fifteen years we have lived here in Pontypridd Road there has been no such buses at all

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5363 Object

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Professor Andrew Vincent [920]

Summary:

This bus service is unreliable and has dropped in an out of usage over the last decade. It is also infrequent and not easy to concide with flights. Many wishing to use the airport or avoid airport parking charges will park their cars in Pontypridd Road - sometimes for two or more weeks and get a taxi to the airport.

Change suggested by respondent:

A fully reliable regular service would be helpful and one that stops near Weycock Cross!

Sound: No

Attachments: None

5529 Comment

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Mrs Hilary May [2309]

Summary:

Ensure active travel provision is in place before people move into new housing. All sites have potential to improve active travel for existing residents as well as new residents, reducing car dependency. Ensure active travel routes go beyond the sites to places people want to travel to and link with other active travel routes. Ebikes in particular have a real potential to reduce car use so ensure safe cycle storage for all households is included in plans. Improve access to public transport eg lifts at stations and better bus links to services.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5583 Support

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Ms Samantha Hall [1432]

Summary:

We need hourly trains from Llantwit Major and trains from Llantwit and Rhoose straight into Cardiff. You can drive to Cardiff in the same time it takes to get the train from Llantwit Major and therefore there is no incentive to take public transport, particularly if you have to wait for 45 minutes for the next train.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5656 Object

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Mr David Entwistle [3264]

Summary:

The plan does not go into enough depth in how to council plans to realistically deliver and encourage active travel options. At present public transport services fall far short of the route network and frequency required to make them a realistic alternative for most journeys. Concrete, realistic and deliverable improvements need to be included in the LDP rather than simple vague promises.

Change suggested by respondent:

The council needs to commit to expanding the bus network and providing subsidies if required. Better bus linkups to train stations need to be provided along with additional parking at current stations. The timetables need to be overhauled and increased frequencies of services as at present even residents wanting to take public transport to a place of work in Cardiff for example cannot due to a range of factors. The LDP needs to actually lay out how these improvements can be achieved.

Sound: No

Attachments: None

5911 Object

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: HBF (Mr Mark Harris) [538]

Summary:

Point 6 of the policy should be reworded, as it is not for a developer to provide transport services, at best and only where required as a direct result of the proposed development; they can contribute towards transport services provided by others.

The wording 'As appropriate, new development proposals will be required to provide Transport Statements, Transport Assessments and Travel Plans to ensure the delivery of travel choice and sustainable opportunities for travel.' is considered to be too vague. There is no clarification on when it would be 'appropriate' and in what scenario would one or all of the reports mentioned be required.

Further, the supporting text para. 6.187 does not really provide any specific guidance to support this policy requirement. At what stage in the planning process would it be decided that one or all of these documents are required, and based on what criteria? This lack of clarity could lead to delays in the delivery of new homes and uncertainty for developers.

Change suggested by respondent:

Point 6 should be reworded as follows:

'Contribute to new or enhanced transport services and facilities where appropriate.'

Clear criteria should be set for when the various highway reports are required to be submitted with an application.

Sound: Yes

Attachments: None

6678 Comment

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Early consultation with South Wales Police Designing Out Crime Officers and South Wales Police Road Traffic Management Department where roads and pathways are planned to be built. Where active travel routes are being planned, South Wales Police Traffic Management Team should be consulted throughout the planning process.
South Wales Police Traffic Management Department should be consulted to ensure that sustainable transport links are safe. If these links are rail, then the British Transport Police Designing out crime officer should be contacted at the pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6725 Comment

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP10 Sustainable transport: We support these policies, and suggest the plan is
explicit that all new active travel infrastructure should meet the statutory Active Travel
Act guidance (Link: https://www.gov.wales/sites/default/files/publications/2022
01/active-travel-act-guidance.pdf) and also that infrastructure should be built to a specification to ensure resilience as extreme weather events increase, preventing
flooding and making use more comfortable during hot weather (such as shading from trees).

Change suggested by respondent:

We note the absence of reference to people living with disabilities and suggest adding 'wheeling' as well as walking and cycling.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6784 Support

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon support the overall objective of Policy SP10 in seeking to promote sustainable transport, increase active travel opportunities and reduce reliance on the private car in accordance with national placemaking objectives.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6917 Support

Document Element: SP10 - SUSTAINABLE TRANSPORT

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow support the overall objective of Policy SP10 in seeking to promote sustainable transport, increase active travel opportunities and reduce reliance on the private car in accordance with national placemaking objectives.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

4465 Object

Document Element: Barry to Dinas Powys.

Respondent: Mr Christopher Scutt [2798]

Summary:

This is a busy road at all times, to add addition houses along it route, in Dinas especially will cause significant delays. The road has a proposed cycle path which is not completed yet, I also feel that the cycle path will not be used by cyclists. Walking on this road is very dangerous at the best of times. All against the proposed strategy of alternative transport and against SSC1 section 9 'traffic'

Change suggested by respondent:

Dinas Powys needs to have major improvement to the Barry/Cardiff road to allow, cycling, walking (especially to Barry.

The main road could be widened, and given it is now sinking, to the SW of DP, major restructure is needed sone, do this with a widening scheme first, then map the traffic flow (which was I previous reports at capacity) to see if housing can happen then, but only after the flow is improved or bypassed.

Dinas Powys needs to have reinstated the proposed By Pass to enable fluid links between Cardiff and Barry, avoiding the Dinas Powys Bottleneck.

Sound: No

Attachments: None

5661 Support

Document Element: Barry to Dinas Powys.

Respondent: Mr David Entwistle [3264]

Summary:

A pedestrian and cycling route will be a big improvement and allow both safer travel and recreational walking/cycling. As a user of these route in my area my main request is that they are more regularly cleaned by road sweeper and little pickers. When walking it's disappointing to see how much rubbish accumulates along routes and often after heavy rain and storms the amount of dropped branches and leaves can make cycling hazardous.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6785 Support

Document Element: Barry to Dinas Powys.

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon supports the overarching objectives of Policy TR1, which seeks to protect and enhance strategic transport infrastructure across the Vale of Glamorgan, including active travel routes, public transport schemes and highway improvements.

In addition to the above, allocation future growth at Land North of Dinas Powys will support planned improvements between the Barry/Biglis roundabout and Dinas Powys Active Travel Route by providing on-site pedestrian and cycle infrastructure that links directly to the proposed 2 km shared walking and cycling corridor. By aligning the site layout and access points with this strategic route the scheme shall naturally maximise the route's functionality, safety and long-term success.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

5532 Support

Document Element: Sully to Cosmeston.

Respondent: Mrs Hilary May [2309]

Summary:

This will be particularly useful for Sully residents to access Penarth schools and services and link to Penarth train station. A route onwards to Barry through the docks should also be prioritised.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5662 Support

Document Element: Sully to Cosmeston.

Respondent: Mr David Entwistle [3264]

Summary:

A pedestrian and cycling route will be a big improvement and allow both safer travel and recreational walking/cycling. As a user of these route in my area my main request is that they are more regularly cleaned by road sweeper and little pickers. When walking it's disappointing to see how much rubbish accumulates along routes and often after heavy rain and storms the amount of dropped branches and leaves can make cycling hazardous.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6850 Support

Document Element: Sully to Cosmeston.

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey support the designation of an active travel route connection the eastern side of Sully with Cosmeston in the north-east. Most notably the proposed route will pass Swanbridge Road which provides direct access to Land West of Swanbridge Road Site, with Phase 3 in close proximity to the travel route. The proposal would further enhance the accessibility and sustainability of the Site as a logical extension for residential development in Sully.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

4402 Object

Document Element: Weycock Cross to Cardiff

Respondent: Mrs Helen Gill [2660]

Summary:

The area is already very congested and at times is akin to a car park. This would be a dangerous area to encourage cycling or walking unless drastic action to improve the road is taken. Small changes will not improve the safety or traffic flow. As the airport is increasing its flights and a college is being built the council has already ensured the road is over its natural capacity makes the whole area around Pontypridd road a misery for local residents. Rhoose and St Athens increases will create total gridlock & extreme frustration especially for school runs.

Change suggested by respondent:

I don't agree with the plan to expand cycle and pedestrian routes around Port Road as it can be a dangerous road to travel along. The public transport is totally inadequate and this site is too far away from train stations. I also don't see any mention of elderly or disabled residents!

Sound: No

Attachments: None

4499 Support

Document Element: Weycock Cross to Cardiff

Respondent: Mr Simon Parker [2821]

Summary:

The road from Rhoose to Barry MUST have a payment and/or cycle lane. This should have been done years ago.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5374 Comment

Document Element: Weycock Cross to Cardiff

Respondent: Mrs Mary Vincent [2657]

Summary:

6.193 It is impossible to see how the development at North West Barry 'will deliver part of the 1.7-mile route, along the frontage of the site' without contributing to the already overloaded flow of traffic on the routes in and out of Barry. The measures suggested cannot possibly 'mitigate' the density of increased traffic this development will incur. That the options offered will improve the situation seems wishful thinking. The data collection appears thin and unsubstantiated. It appears the planners have cherry-picked data to at arrive at a conclusion already held in advance. We are not persuaded.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5534 Support

Document Element: Weycock Cross to Cardiff

Respondent: Mrs Hilary May [2309]

Summary:

This is a route which will join up two existing shared use paths and has potential to be a valuable leisure and active travel route. Ebikes enable people to commute longer distances so it has the potential enable modal shift from car to cycle.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5632 Comment

Document Element: Weycock Cross to Cardiff

Respondent: Mrs Karine Dubois-Jones [3322]

Summary:

Current active travel routes are not suitable and hardly used by cyclists who use the raods instead for some reasons probably as the surface is dipped in areas and car users park on them as in Rhoose. Also sections are created in areas but the track is not continuous and then deter users as the main road is too dangerous for cycliste and families with children.Active routes should be created as in the Netherlands, they would be much better and safer!

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5663 Support

Document Element: Weycock Cross to Cardiff

Respondent: Mr David Entwistle [3264]

Summary:

A pedestrian and cycling route will be a big improvement and allow both safer travel and recreational walking/cycling. As a user of these routes in my area my main request is that they are more regularly cleaned by road sweeper and little pickers. When walking it's disappointing to see how much rubbish accumulates along routes and often after heavy rain and storms the amount of dropped branches and leaves can make cycling hazardous.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5982 Comment

Document Element: Weycock Cross to Cardiff

Respondent: Emma Reed [2653]

Summary:

The active travel route is very expensive nad has land ownership problems between rhoose and barry. Can it really be implemented in the plan period?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5994 Comment

Document Element: Weycock Cross to Cardiff

Respondent: Councillor Samantha Campbell [1002]

Summary:

Further clarification is needed as to whether this land will be acquired through CPO and at what cost.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4663 Object

Document Element: St Athan Transport

Respondent: Mr Tim Griffiths [2578]

Summary:

With the refusal to facilitate a Railway station at St Athan puts increasing volumes of traffic on an already busy A4226

Change suggested by respondent:

Rethink the Railway Station at St Athan

Sound: No

Attachments: None

5101 Support

Document Element: St Athan Transport

Respondent: Mr Tim Brown [3000]

Summary:

Delighted to see land safeguarded for a potential new train station/halt with parking. Having studied the plans, the intended land reserved for a station/halt is a perfect location and would be a godsend to St Athan. I'm old enough to remember the old Gilestone station being very busy with military personnel when RAF St Athan was in its heyday with some 2000 plus serving and civilian personnel. The St Athan population alone has now exceeded that so it's time to build a new rail facility.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper representation redacted - https://valeofglamorgan.oc2.uk/a/syd

5665 Comment

Document Element: St Athan Transport

Respondent: Mr David Entwistle [3264]

Summary:

The interchange is a good start to improve public transport use but the frequency and expansion of bus and train services throughout the whole of the vale also needs to be addressed in order to encourage use and make it a practical alternative to private vehicle use. Simply building new interchanges and bus stops on its own is not enough.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5855 Comment

Document Element: St Athan Transport

Respondent: Mr Jeff Smith [3399]

Summary:

Needs to be completed before the other developments in the area

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5995 Comment

Document Element: St Athan Transport

Respondent: Councillor Samantha Campbell [1002]

Summary:

TfW have already stated they will not be adding a train station in St Athan so what exactly is this in relation to? And how does it open the already poor public transport in the rural Vale to more links?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6444 Comment

Document Element: St Athan Transport

Respondent: Mr Neil Jenkins [2729]

Summary:

Lack of Commitment to a Railway Station at St Athan
Despite decades of discussion, there is still no commitment from either Welsh Government or Transport for Wales—financial, strategic, or operational—to delivering a railway station at St Athan. No feasibility study, timetable, or land safeguarding exists. Yet the RLDP assumes that large-scale housing growth can be justified in the area. This assumption is not supported by evidence and locks the community into long-term car dependency. Even if a railway station at St Athan is developed in future years, it is highly likely the then ingrained dependence on car use will be extremely difficult to reverse.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3gq

6583 Object

Document Element: St Athan Transport

Respondent: Councillor Stephen Haines [1029]

Summary:

The RLDP safeguards land for a "transport interchange" at St. Athan. However:
- There is no confirmed rail station.
- There is no confirmed funding package.
- There is no defined delivery programme.
- There are no binding occupation triggers linking housing delivery to transport delivery.

Previous references in planning documents referred to a railway station. The revised terminology of "transport interchange" reflects uncertainty.
Under Future Wales - The National Plan 2040, growth within the South East National Growth Area should align with sustainable transport infrastructure. Without guaranteed rail provision, development risks being car-dependent and inconsistent with decarbonisation objectives.

This raises concerns under the soundness test: Will the plan deliver?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6742 Support

Document Element: St Athan Transport

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam support the safeguarding of land for the St Athan Transport Interchange and see that its delivery would be to the benefit of the Key Site itself but also more broadly to St Athan and western parts of the VoG.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6744 Comment

Document Element: St Athan Transport

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Whilst Hallam recognise that the exact land take required will need to be refined further through discussion with TFW, it may be the case that the mixed-use element on this portion of the site comes forward before the Railway Station. The early delivery of these elements should be welcomed as clearly the mixed-use element both enhances the range of services and facilities in St Athan but also would mean that the Railway Station is integrated upon delivery. On that basis, it is imperative that the safeguarding of land for the Transport Interchange is limited only to that land required to deliver the Transport Interchange and is done in such a way such the safeguarding does not sterilise non-transport related development from this portion of the site until the Railway Station has been delivered.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

7045 Object

Document Element: St Athan Transport

Respondent: Marion morgan [2413]

Agent: Geraint John Planning Ltd

Summary:

It is now the case that the proposed railway station at St Athan is not in the first phase of delivery for new stations in South Wales – as confirmed in the 'Today, Tomorrow, Together: A vision for rail across Wales and Borders' (February 2026) recently published by Transport for Wales. This paper acknowledges that a new railway station at St Athan would represent a longer-term opportunity, and therefore, will not be delivered in the short term / within the Plan period of the emerging Plan. Equally the Council have not provided any evidence to contradict this, and therefore, it is very unlikely that any new train station will be delivered in St Athan over the Plan period. This brings about significant questions regarding the suitability and acceptability of the proposed allocations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gr
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3gt
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g4
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3g7
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3g8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gv
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3gc

7147 Object

Document Element: St Athan Transport

Respondent: Peter Stone Properties Ltd [1182]

Agent: Geraint John Planning Ltd

Summary:

It is now the case that the proposed railway station at St Athan is not in the first phase of delivery for new stations in South Wales – as confirmed in the 'Today, Tomorrow, Together: A vision for rail across Wales and Borders' (February 2026) recently published by Transport for Wales. This paper acknowledges that a new railway station at St Athan would represent a longer-term opportunity, and therefore, will not be delivered in the short term / within the Plan period of the emerging Plan. Equally the Council have not provided any evidence to contradict this, and therefore, it is very unlikely that any new train station will be delivered in St Athan over the Plan period. This brings about significant questions regarding the suitability and acceptability of the proposed allocations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3jp
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3kr
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k3
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3k6
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kf
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3kh
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z5

7166 Object

Document Element: St Athan Transport

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

It is now the case that the proposed railway station at St Athan is not in the first phase of delivery for new stations in South Wales – as confirmed in the 'Today, Tomorrow, Together: A vision for rail across Wales and Borders' (February 2026) recently published by Transport for Wales. This paper acknowledges that a new railway station at St Athan would represent a longer-term opportunity, and therefore, will not be delivered in the short term / within the Plan period of the emerging Plan. Equally the Council have not provided any evidence to contradict this, and therefore, it is very unlikely that any new train station will be delivered in St Athan over the Plan period. This brings about significant questions regarding the suitability and acceptability of the proposed allocations.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

5537 Support

Document Element: Cogan Transport Interchange.

Respondent: Mrs Hilary May [2309]

Summary:

This is particularly needed, in particular access to the station from Penarth Marina, Tesco and Pont y Werin which currently is unsafe and unappealing for those walking, wheeling and cycling. Access to the station needs to be improved as well. Safe cycle storage at the station and/or cycle hire would enable people to connect transport modes. Cogan station links well to Llandough hospital with an ecycle, but needs a safe route across the A4055 prioritised for cyclists, as well as better access off the station platform to Andrews Road.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5666 Comment

Document Element: Cogan Transport Interchange.

Respondent: Mr David Entwistle [3264]

Summary:

The interchange is a good start to improve public transport use but the frequency and expansion of bus and train services throughout the whole of the vale also needs to be addressed in order to encourage use and make it a practical alternative to private vehicle use. Simply building new interchanges and bus stops on its own is not enough.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6940 Comment

Document Element: Cogan Transport Interchange.

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members did note the inclusion of Cogan Transport Interchange under section 6.196 but would have liked to see more information about its future developments as they see it as key to increasing public transport use to Barry and further to West Wales in general.

Members wished to advise that issues with both the bridge and the platforms at Cogan have been long term, with accessibility being central to these issues. Members felt that improvements to accessibility should be a priority at this site, with planting and landscaping considered secondary to this.

Members felt it was key to consider the additional stress on Penarth from increased anticipated demand of public transport needs and emphasised the need for this to be aptly considered by bus route providers as part of development work.

Change suggested by respondent:

Members want more detail on Cogan Transport Interchange's future developments.

Improving bridge and platform accessibility should be a priority, before before landscaping.

Bus providers must address the increased pressure on local transport services.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

4678 Object

Document Element: Weycock Cross roundabout,

Respondent: Mr Tim Griffiths [2578]

Summary:

Changes to this roundabout will only make a scary roundabout into a more dangerous one

Change suggested by respondent:

Keep it as it is

Sound: No

Attachments: None

4984 Object

Document Element: Weycock Cross roundabout,

Respondent: Emma Reed [2653]

Summary:

The Plan must show the improvements to be made, how they will be paid for and when they will happen and demonstrate the impact this will have on moving public transport quicker through the junction. Without this no development in Rhoose should occur the developments at Readers Way Model Farm and at the Airport will mean far more traffic will come via this junction as public transport facilities are totally inadequate.

Change suggested by respondent:

More detail to show that improvements at Weycock Cross Junction are deliverable and will be implemented before additional housing is allowed in Rhoose.

Sound: Yes

Attachments: None

5364 Comment

Document Element: Weycock Cross roundabout,

Respondent: Professor Andrew Vincent [920]

Summary:

The idea that a few 'lane marking modifications', 'extended approach lanes', and 'some signalization' will address the prospective increases in traffic is absurd. Housing growth in St. Athan, Llantwit Major, Rhoose, together with a growing Airport, potential industrial park traffic, will all feed extra traffic onto this route. This will not be addressed in these sticking-plastere proposals. Add to this the 700 plus cars (from the NW Barry development) trying to access Port Road immediately by the roundabout, and the overall outlook is disastrous.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5669 Comment

Document Element: Weycock Cross roundabout,

Respondent: Mr David Entwistle [3264]

Summary:

This roading improvement needs to be fast tracked and made a priority. At present the junction is well over capacity at many times of day. I support any improvements to this junction but I do feel that even with improvements the capacity of the road network here will still have constraints. Even with considerable improvements, from reading the transport modelling reports, it seems any additional housing development in the area will result in future, major, over capacity issues. I also fear the ratepayers will end up making oversized financial contributions relative to that from housing developers.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5738 Comment

Document Element: Weycock Cross roundabout,

Respondent: Professor Andrew Vincent [920]

Summary:

The mitigation measures for Weycock roundabout are untested and the impact of a single entrance for the KS1 site, close to the congested Port Road, remains totally unresearched. Critical questions about traffic data collection—its timing, method, and representativeness—are unanswered. Persimmon's reliance on data from a single day in September 2023 raises significant questions about its validity or real utility. The same point holds for BP14 and BP14A. Despite extensive technical looking data, the timing and methods of data collection remain opaque, raising concerns about the seriousness, accuracy and reliability of the traffic assessments.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting information - photos - https://valeofglamorgan.oc2.uk/a/3pp

5744 Comment

Document Element: Weycock Cross roundabout,

Respondent: Mrs Mary Vincent [2657]

Summary:

Marginal widening of the roads entering Weycock roundabout the and signalisation will almost certainly not adequately address the gridlock that we already experience daily. The purported evidence of this document is flimsy guesswork. It does not take into account the effect of signalised junctions for cars and/or pedestrians and insufficient weight is given to the estimated traffic increases at each junction and the delays this will cause. We all know that the slightest hiccup in traffic flow (and there are many potential causes for this) can bring about disproportionate delays. It seems that no real allowance is made for the fact that this roundabout is a conduit for emergency vehicles to, from and between the airport, the town centre and other towns and villages along the coast.

We live with the existing traffic overload on a daily basis and it negatively impacts our lives. Additional housing with the extra ensuing traffic emptying onto the roundabout every morning and evening can only make this significently worse. If national planning policy states that development should not worsen traffic or pollution, then North West Barry site does not meet these standards. It should be withdrawn from the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5800 Comment

Document Element: Weycock Cross roundabout,

Respondent: Mrs Catherine Hart [879]

Summary:

Transport from Weycock Cross to Cardiff Airport is certainly an issue, but more of an issue is the increased amount of traffic through Weycock Cross from the inreased housing at St Athan, the new Technical College, the airport and the industrial site at Model Farm should that go ahead. Emergency services will struggle.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5804 Comment

Document Element: Weycock Cross roundabout,

Respondent: Mrs Catherine Hart [879]

Summary:

There is no adequate provision for public transport, the addition of a separate lane on Pontypridd Road to feed on to Port Road to a traffic light junction with the Weycock Cross development is going to hold up already congested traffic.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6142 Comment

Document Element: Weycock Cross roundabout,

Respondent: Mrs Jacky Williams [3343]

Summary:

The housing and industrial proposals will cause a severe traffic problem that is already an issue. Currently, queues are frequently encountered approaching from the Five Mile Lane, Pontypridd Road and Port Road West from the Colcot roundabout to beyond the Dragon Tails roundabout.

The proposed addition of lanes approaching Weycock Cross will do nothing to increase flow around the roundabout and hence delays will only increase with increased amount of traffic. I would suggest that the roundabout should, regardless of predicted increase in traffic flow resulting from developments in Barry, Rhoose & St. Athan, be replaced with traffic lights.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6289 Object

Document Element: Weycock Cross roundabout,

Respondent: Mr Steve Ashman [3161]

Summary:

The proposed changes to Weycock cross roundabout will not work because if you put traffic lights on port road to allow traffic out of the proposed development by the toby inn the amount of traffic coming from Rhoose would be a nightmare. If you lived around here you would know that you only have to have roadworks on port road coming from the airport and it’s gridlocked for hours.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/twh

6851 Object

Document Element: Weycock Cross roundabout,

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey raise concerns around the proposed works at the Wyecock Cross Roundabout, compared to the other improvement works proposed. As noted in the Deposit RLDP, this roundabout forms a key connection within the wider strategic highway network and therefore of high importance for the local area and surrounding communities. The proposed options presented within the Deposit RLDP provide little certainty of the scope of works required with no preferred option identified. This raises concerns around the impacts of the highway improvements on the deliverability of the adjacent draft allocation of North West Barry. The same concerns arise when considering the roundabout improvement works in combination with the proposed access strategy contained within North West Barry's supporting information package. The proposed road widening measures (c.11m increase) required to make the draft allocation accessible would have a significant impact on the wider transport network at this strategic junction.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

7231 Object

Document Element: Weycock Cross roundabout,

Respondent: Gwynfor Parr [3649]

Summary:

I wanted to make you aware that in your plans to widen the road to 3 lanes on Pontypridd Road by integrating the road for the row of houses opposite the petrol station.
I wanted to make you aware that my Grandma lives on that side of the road and on her deeds she owns the frontage of the garden, part of the road and the grass verge that goes up to the main road.
I can send a copy of this information.
The plans cannot go ahead unless the land is bought off my grandmother and the other properties on the street! My grandma bought the house from a developer.
I wanted to make sure that you are aware of this situation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/337

6745 Comment

Document Element: Gileston Road junction, St

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Improvements to this junction are to be funded by a number of sites; however it is unclear whether (and if so, when) forward funding will be secured by the Council and clearly there cannot be a situation where none of the sites can deliver homes until strategic highways works are funded / completed. We therefore seek further clarification over the phasing of these works and note that early delivery of homes ahead of strategic highway improvements is likely to be important for deliverability of each strategic site.

To respond to Hallam's above comments, one approach could be for references to highway improvement works to be entirely removed from this policy or, if they are to remain, that qualifying text is added to note that the need for and format of any improvements will be subject to detailed consideration at planning application stage and that such contributions must be justified in planning terms.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

7207 Comment

Document Element: Gileston Road junction, St

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

Policy TR1 states that to mitigate the impact of development on the highway network, strategic highway improvements have been identified to the Gileston Road junction in St Athan. As per our comments under Policy HG1 KS4m the need, and nature of any works to the Gileston Road / B4265 junction must be informed by detailed technical work.

We can confirm that the first phase of development, which will be subject to a hybrid planning application in March 2026, has been designed to not prejudice any future improvement works to the junction (should measures be demonstrated as necessary in the future).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

4466 Object

Document Element: Pen Y Turnpike/Leckwith Road

Respondent: Mr Christopher Scutt [2798]

Summary:

Pen Y Turnpike/Leckwith Junction is busy and as stated it avoids congested routes which could be considered major. To add traffic lights at an acute angled junction will be difficult and will back up and slow traffic, as a strategy to reduce use this is short sighted.

And again cycling up Pen Y Turnpike is hazardous and unless the proposal is to include new cycle lanes then it must only be stated for effect.

Change suggested by respondent:

1. Reduce use of Pen y turn pike by improving flow on the main Cardiff road for commuters.
2. Improve cycling links that actually work on Pen y turnpike, where it is currently hazardous.
3. Widening of PYT is probably not possible, and adding a cycle lane is not going to happen, why state this at the Junction
4. With the addition of Key area HG1 KS2 and potentially sites 443/431/3838/369 This adds considerable loading.

Traffic flow needs to be improved, HG1 KS2 site adds another set of traffic lights, increasing use 250 houses, 250 plus cars potentially? forcing traffic back into DP, this will only lead to people using PYT as a shortcut increasing traffic.

To use Public transport use as a transport strategy going forward is short sighted unless flow is improved and car use is reduced, I see no sign this will change especially as people shift towards electric vehicles.

Sound: No

Attachments: None

4985 Object

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Emma Reed [2653]

Summary:

I would suggest that Rhoose is a neighbourhood centre with most residents needing to travel to BArry or Llantwit Major for most goods.

Change suggested by respondent:

Rhoose changed to a neighbourhood centre

Sound: No

Attachments: None

5044 Comment

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Mrs Wendy Hussey [3085]

Summary:

Look after the town. Make sure it is upgraded and not be left to slowly deteriorate.

Change suggested by respondent:

Put the needs of the local population first

Sound: No

Attachments: None

5672 Support

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Mr David Entwistle [3264]

Summary:

I support any attempt to revitalise and improve Barry town centre/Holton road. I support improvements to infrastructure and projects aimed at making the area a nicer place to spend time/shop. I think the council should do more to actively encourage new retailers, both major brands and small local businesses. Can deals on lower business rates be offered to attract new retailers? Can the old Wilkinson shop be used a location for small pop up stalls for local crafts and businesses or as a space for a weekly market and other events?

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6681 Comment

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police would ask that they are consulted and are able to give advice where policies are developed for town centres. We would also ask that Designing Out Crime Officers are consulted at the pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6720 Comment

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP11 Retail, commercial and service centre hierarchy and RCS1 Resilient retail, commercial and service centres: This policy focuses on hierarchy and vitality of retail centres but fails to actively support the resilience of local retail, through measures which support local food markets, small-scale fresh food retailers, or local producer
supply chains. This limits opportunities for strengthening local food economies. It is important that the need for convenience food retail space within Barry, Penarth and
Llantwit Major, recognised in SP11, is matched with this rational for 'local affordable food' outlined in SP5.

Change suggested by respondent:

Consider adding: "The Council will support local food markets, cooperative food retail, and initiatives that strengthen local producer supply chains within town and service centres, in line with the Town Centres First approach."

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6944 Comment

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

With Penarth classified as a Service Centre, they are identified as having a defined role. However, the decline of in-person retailing means that defining role is not that evident, and Members felt there is potentially a need to move away from the traditional retail role of Town Centres in favour of "repurposing, creating multifunctional, commercial, and service centres that meet the needs of the communities they serve" in line with Future Wales Town Centre First Policy. The term 'repurposing' suggests a stronger role for the public sector in enabling these new purposes, and Members felt that Placemaking Plans could be one potential framework for this.

Members felt that potential functional support that could be provided could include:
• The appointment of a Town Centre Manager
• Using supporting interventions such as an extension or reshaping of normal services such as Neighbourhood Services.
• Using existing or emerging new powers, such as compulsory purchases.

Members wished for the RLDP to facilitate the safeguarding of essential public services, including health, policing, fire and rescue in the town, which would help to develop the defining role of a Service Centre, and felt that specific reference to these would be beneficial.

Change suggested by respondent:

Members wished for the RLDP to facilitate the safeguarding of essential public services, including health, policing, fire and rescue in the town, which would help to develop the defining role of a Service Centre, and felt that specific reference to these would be beneficial.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7017 Object

Document Element: SP11 - RETAIL, COMMERCIAL AND SERVICE CENTRE HIERARCHY

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

Lidl Great Britain Ltd objects to draft policy SP11 (Retail, commercial and service centre hierarchy) as worded as it fails to meet Test 2 (Is the plan appropriate?). Draft Policy SP11 sets out the proposed retail hierarchy (See extract below), but it does not accord with the settlement hierarchy as set out in draft Policy SP2 and it is not justified.

The adopted LDP Settlement Hierarchy lists:

Key Settlement: Barry

Service Centre Settlements: Cowbridge, Llantwit Major and Penarth

The adopted LDP Retail hierarchy lists:

Town centres: Barry

District centres: Barry (high street/broad street), Cowbridge, Llantwit Major, Penarth

Draft SP2 of the Deposit Plan identifies Cowbridge, Llantwit Major and Penarth as Service Centre Settlements in the Settlement Hierarchy.

However, draft SP11 lists a retail hierarchy as follows:

Town Centres – Barry (Holton Rd), Penarth, Cowbridge

District Centres – Barry (High Street), Llantwit Major

It is unexplained and unjustified that the SP11 retail hierarchy upgrades Cowbridge to Town Centre status, while Llantwit Major and Barry High Street remain District Centres.

The Deposit Plan includes two retail allocations, neither are intended to directly serve Penarth or Cowbridge. Cowbridge is not a focus for growth. It is therefore unjustified that Llantwit Major, which is served by a train station, is a settlement roughly twice the size of Cowbridge (by population) and is a manifestly more sustainable location and more appropriate focus for growth, is proposed to rank below Cowbridge in the retail hierarchy. Barry, Penarth and Llantwit Major should rank as Town Centres as the most sustainable locations for growth.

Penarth is an accessible settlement and an appropriate focus for growth. Indeed, the Council's BP13 (Retail and Commercial Leisure Study (June 2023)) recommends a medium to large supermarket to serve Penarth (Zone 5) but the Deposit Plan is absent of any food retail allocation for Penarth/Llandough. In addition to Llantwit Major and St Athan (Deposit Policy SP12) Penarth should be a focus for additional convenience provision over the plan period.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

6584 Object

Document Element: SP12 - RETAIL FLOORSPACE PROVISION

Respondent: Councillor Stephen Haines [1029]

Summary:

The Deposit RLDP does not allocate new retail units or local service provision within the ward of Flemingston.
Given the scale of proposed housing growth across St. Athan and its surrounding areas, there is:
- No corresponding neighbourhood retail allocation.
- No clear commitment to small-scale convenience retail within walking distance of new development.
- No spatial recognition of Flemingston's service deficit.

This is inconsistent with Planning Policy Wales placemaking principles, which require:
- Mixed-use neighbourhoods.
- Walkable access to daily services.
- Reduced reliance on private vehicles.

Without provision of much-needed retail units within Flemingston ward, residents will remain dependent on car travel for everyday needs.
Modification is therefore sought to require neighbourhood retail and service provision proportionate to housing growth.

Change suggested by respondent:

Require neighbourhood retail and service provision within the ward of Flemingston proportionate to allocated and previous housing growth.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

7018 Object

Document Element: SP12 - RETAIL FLOORSPACE PROVISION

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

SP12 – RETAIL FLOORSPACE PROVISION

Lidl Great Britain Ltd firmly supports the allocation within draft Policy SP12 (Retail Floorspace Provision) for 1,251sqm of convenience floorspace at Land at Bridge House Farm, Llanmaes, Llantwit Major. This allocation is needed to ensure the plan is sound, by addressing unmet need at Llantwit Major which is a Service Centre and focus for growth. This should be made clear in the reasoned justification.

In respect to Penarth, Policy SP12, together with supporting paragraphs 6.208–6.210, do not, however, adequately reflect the findings of the Council's Retail & Leisure Study (BP13). Policy SP12 should also plan positively for the identified convenience retail needs within Zone 5 (Penarth/ Llandough). BP13 confirms that Penarth District Centre is not served by a medium to larger supermarket (para. 9.2). The BP13 Study finds quantitative and qualitative capacity for a medium to larger supermarket by 2036 in Penarth (paras. 9.23, 12.24).

It finds overall quantitative convenience capacity of up to c.5,862sqm net floorspace (assuming deep discounter operators). In qualitative terms the following Centres have been identified in potential need for a medium to larger supermarket: Barry Holton Road town centre; Penarth district centre and Llantwit Major district centre. Quantitative and qualitative need is identified.

Despite the evidence of unmet need, the Deposit LDP Policy SP12 allocates only two sites for convenience retail totalling c. 3,109sqm net; one site at Llanwit Major and a second site at St Athan. This is below the overall (up to 4,282–5,862sqm net) requirement identified in BP13. The allocation of land at Llantwit Major aligns with the evidence base, has been thoroughly tested at application stage and this is fully supported.

Policy SP12 is silent on the need for additional floorspace at Penarth/Llandough (Zone 5) and as such does not reflect the evidence base findings and address identified need in Penarth, with a 'residual' quantitative capacity of c.1,173–2,753sqm net unmet/unallocated. We note Policy SP12 states that any additional convenience and comparison retail floorspace beyond that provided by the identified sites should be directed towards the town and district centres outlined in Policy SP11. However, this merely reflects national guidance in respect to directing growth to town/district centres (i.e. applying a sequential approach). The Policy should go further and seek to allocate the residual unmet need to Penarth/ Llandough. We note the BP13 is silent on additional need at St Athan.

Planning Policy Wales (PPW) 12 requires LPAs to identify the appropriate form, scale and location to meet retail needs (para. 4.3.8) and emphasises ensuring communities have access to adequate retail provision (para. 4.3.13). PPW therefore places a duty on LPAs to plan positively for evidenced retail needs. In respect to Penarth/Llandough Policy SP12 should seek to address this requirement.

Under PPW and TAN4, LPAs must apply the sequential test, directing new retail development to locations that are:

• In-centre,

• Edge-of-centre, and only then,

• Out-of-centre locations that are accessible and well-connected to the catchment.

Penarth Centre is physically constrained. In the absence of any in-centre or edge-of-centre sites capable of accommodating a medium/larger supermarket, the next sequentially preferable option is the most accessible, well-connected site within the same catchment, capable of meeting identified need and reducing expenditure leakage.

Change suggested by respondent:

Policy SP12 should plan positively for needs in Zone 5 (Penarth/Llandough) and include provision for a medium to large convenience foodstore in Zone 5 in accordance with BP13.

Enclosed with this representation is a separate representation (Under 8. New site submission) promoting a site for food retail development to meet identified needs within the Zone 5 Penarth/Llandough catchment. The site is considered accessible and sequentially preferable to meeting identified needs in Penarth.

The policy should be clear that identified need should be delivered in accordance with the sequential approach as set out in national guidance. As set out in Policy SP12 any additional convenience and comparison retail floorspace beyond that provided by identified sites should be directed towards the town and district centres in accordance with the sequential approach. We support that the inclusion of retail floorspace as part of a mix of uses on allocated sites will also be supported.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

4879 Object

Document Element: Land at Church Farm, St

Respondent: Mr Tim Brown [3000]

Summary:

I object to another shop or supermarket. The village is adequately served by three food shops. Another food shop will be harmfull to well established businesses. Lidl are coming to Llanmaes and this will be detrimental to St Athan village food businesses. Yet another food shop at the Church farm development will compound the problem.

Please scrap plans for another shop and allow existing food businesses that are struggling to enjoy a much needed boost from a housing expansion. We already have a good Post Office, we certainly dont need another one.

Change suggested by respondent:

-

Sound: No

Attachments: None

5097 Object

Document Element: Land at Church Farm, St

Respondent: Mr Tim Brown [3000]

Summary:

I oppose plans for another food shop in the village, as it would harm established businesses like Londis, Co-op, and Lifestyle, especially with Lidl opening nearby. Small retailers struggle due to rising taxes and insurance and they need support. I suggest instead a large DIY store, such as B&Q, to serve the expanding community and surrounding areas, which would be more beneficial. Additionally, a garage for automotive repairs and MOT services would better meet local needs, especially with over 1,000 new residents expected.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Paper Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sn5

5856 Object

Document Element: Land at Church Farm, St

Respondent: Mr Jeff Smith [3399]

Summary:

wrong location within the development - would be better placed in the Phase 2 access point onto the coast road to increase passing trade and remove the bottle neck from the village.

Change suggested by respondent:

-

Sound: No

Attachments: None

5901 Comment

Document Element: Land at Church Farm, St

Respondent: Mrs Louise Jenkins [2079]

Summary:

You propose an Aldi in the middle of the village. There are already 3 convenience shops in the village and the Aldi website says they will not build in the centre of a village. Why not build a roundabout into the estate by the petrol station and place the Aldi there. This will greatly reduce its impact on the existing shops and reduce traffic through the village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6497 Object

Document Element: Land at Church Farm, St

Respondent: Mr Neil Jenkins [2729]

Summary:

A1 Retail Unit and Risk of Change of Use
The inclusion of an A1 retail unit within the Church Farm plans is presented as a community benefit, yet there is no guarantee that this unit will ever operate as a shop. Developers routinely apply for change-of-use permissions after approval, and there is a legitimate concern that this “retail unit” could later be converted into additional housing. This would reduce promised community facilities while increasing housing density beyond what has been publicly consulted on. The RLDP provides no safeguards to prevent this outcome.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - redacted - https://valeofglamorgan.oc2.uk/a/3h3

7001 Comment

Document Element: Land at Church Farm, St

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

This site is located within the boundary of HG1 KS4 Land at Church Farm.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7108 Support

Document Element: Land at Church Farm, St

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The identification of new convenience floorspace at Church Farm, St Athan is supported. The provision of new retail floorspace in this location will support the existing and future population of St Athan, reducing the need to travel to other settlements to serve their needs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

4707 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Shirley Williams [1695]

Summary:

I believe VOG is a vital Welsh region with diverse cultural, historical, and geographical significance, and the RLDP should preserve and improve these areas. I oppose the proposed Lidl supermarket in Llanmaes, as it contradicts the RLDP by risking urban sprawl and damaging the village's conservation status. Llanmaes is a historic, community-oriented village with active social, recreational, and environmental commitments.

A large supermarket would harm its character, natural resources, and local social hubs, and I consider it detrimental to both Llanmaes and Llantwit Major taking people away from the existing retail and conflicts with the RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sgb

4818 Object

Document Element: Land at Bridge House Farm,

Respondent: Councillor Gwyn John [204]

Summary:

I wish to object to the proposed retail site in Llanmaes, which is currently under review by the WG and PEDW. I support the Planning Officer's refusal of a supermarket on this site. Including this area in the RLDP appears to be a change from the Planning Department's view in making their decision, as Llanmaes will join a new rural ward in May 2027, separate from Llantwit Major. I suggest considering the site on Eglwys Brewis Road, formerly the Naafi Shop, which belongs to WG and I believe would be suitable due to the lack of nearby amenities for residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sw4

4865 Object

Document Element: Land at Bridge House Farm,

Respondent: PER Consulting (Mr Keith Thomas, Director) [987]

Summary:

I believe allocating retail space out of town in open countryside conflicts with sustainability goals and protecting open spaces and accessible town centres. Including a retail policy within a designated "green wedge" is contradictory, as both should be protected from urban expansion and retail development. The Retail Study indicates sufficient local convenience retail capacity, but any growth should undergo detailed assessment and prioritise town centre locations, which are more sustainable. Additionally, the allocation policy is premature given ongoing investigations into the Council's planning enforcement issues.

Change suggested by respondent:

Delete proposals to a retail allocation in the open countryside. Reinforce the town centre first principle policy for sustainable development

Sound: No

Attachments: None

4888 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Linda Green [1072]

Summary:

I strongly object to the development of this field which is a natural border between the rural settlement of Llanmaes and the town of Llantwit Major. Development in this open countryside area and next to the llanmaes conservation area is against Welsh planning policy, and coalescence of town and village should be avoided.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4890 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Linda Green [1072]

Summary:

The proposed development of this site as retail is currently being considered by Welsh Government under the Call In process - therefore presumably the outcome of that process will inform this decision.
In the hope that Welsh planning policy is correctly applied and this site is rejected for retail development, I would support it's inclusion in the green wedge application as it would make no sense at all to have any development embedded within the green wedge.
Therefore I object to any retail development here but support a green wedge

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5155 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Roger Drye [1614]

Summary:

Development of this site will result in the physical and visual coalescence of the the town of Llantwit Major and Llanmaes. The site is outside of the RLDP's defined Strategic Growth Area and contravenes the Planning Policy of the Vale. The proposed large store is incongruous within the setting of the Green Wedge and would be a major and significant intrusion to the countryside. It is clearly detrimental to the Llanmaes Conservation Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5159 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Shirley Williams [1695]

Summary:

Proposal number SP12(2) Objection: This will result in the visual and physical coalescence of the town of Llantwit Major and the village of Llanmaes, which is incongruous within the setting of the proposed green wedge, would be a major intrusion into the countryside and clearly detrimental to the Llanmaes conservation area. Proposal (DNP2(6) the green wedge, protects against intrusions into the countryside, protects the visual and physical coalescence of a town and village and protects the setting of the Llanmaes conservation area). Also, specific proposals are needed in the RLDP for a flood alleviation scheme for the village of Llanmaes.

Change suggested by respondent:

The Green Wedge proposal should be adopted and should include the land that Lidl intends to build a store upon - Site ID 379 Proposal Number SP12 (2). The construction of a large retail outlet at that site is clearly incongruous with the other elements of the RLDP. Mr Byron Williams

Sound: No

Attachments: None

5239 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr and Mrs John & Patricia Harries [3186]

Petition: 2 petitioners

Summary:

Both of these sites lie within the conservation area of Llanmaes and should as such be protected from future development.

Site ID436 is currently an agricultural and recreational use area. Loss of this would be detrimental to the region and encroachment into this would effectively merge the village of Llanmaes into the town of Llantwit Major which would not be beneficial to the conservation area.

Site ID 379 is also within the conservation area and requires similar protection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/sqp

5257 Support

Document Element: Land at Bridge House Farm,

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

We note the land between Llantwit Major and Llanmaes should serve as a green wedge and the provision of retail floorspace, both of which are appropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5321 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Carol Watts [3231]

Summary:

This retail structure is going to cause the village of Llanmaes to be ruined with traffic, views from houses and an extremely dangerous place for it to be built. The number of accidents that have already taken place at the traffic lights will definitely increase due to people seeing a sign for a retail outlet and not concentrating on the lights. It will also be very dangerous for pedestrians for the same reasons.

Change suggested by respondent:

Build it somewhere less dangerous

Sound: No

Attachments: None

5339 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Darren Green [3236]

Summary:

This would sit in the middle of the proposed green wedge - which would be a contradiction. This proposal would urbanise the open countryside and be the start of coalescence of Llantwit Major Town and Llanmaes Village, which goes against Welsh Government policies.

Change suggested by respondent:

There should be NO retail floorspace occupying this site. Town Centres should be the focus for new retail space, not out of Town locations like this.

Sound: No

Attachments: None

5383 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Carmel Meredith [3245]

Summary:

I object to Proposal Number SP12[2] for the following reasons:
This will result in the visual and physical coalescence of the Village of Llanmaes and the town of Llantwit Major.
The site is situated outside the RDLP's defined Strategic Growth Area.
The location is incongruous within the setting of the Green Wedge.
This large aesthetically displeasing store and supporting structures would be a major and significant intrusion into the countryside and would clearly be detrimental to the Llanmaes Village Conservation Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5431 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Chris Moreton [1338]

Summary:

Object Lidl proposal contravenes planning guidelines and Welsh Government policy.

Change suggested by respondent:

Reject the Lidl proposal.

Sound: No

Attachments: None

5435 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Chris Moreton [1338]

Summary:

This proposal contravenes Welsh Government planning guidelines and policy. It also contravenes the Council's Wellbeing Objectives set under the Wellbeing of Future Generations Act.

Change suggested by respondent:

Reject the Lidl proposal

Sound: No

Attachments: None

5444 Comment

Document Element: Land at Bridge House Farm,

Respondent: Mr Darren Williams [2292]

Summary:

The town needs a large supermarket but not at this location. The road just before the lights is dangerous and narrow with several near misses every day as cars enter the village. Having a supermarket here would attract more cars and enhance the dangers

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5570 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Samantha Hall [1432]

Summary:

The approval of this application by the Vale Planning committee breaches many of the Vale and Welsh Government's own policies such as town centre first, place making and non-coalescence. It will open the doors to future development on green spaces if approved and change the character of the area beyond recognition.

Change suggested by respondent:

This area should be allocated as a green wedge to preserve the countryside and keep Llanmaes separate from Llantwit Major.

Sound: No

Attachments: None

5638 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Derek Massey [3323]

Summary:

I strongly OBJECT to this site being used. The site is situated outside of the RLDP's defined strategic growth area and not in keeping with the visual and physical coalescence between the small Village of Llanmaes and the Town of Llantwit Major. A large retail store located on a greenfield site, in a green wedge, next to the Llanmaes conservation area would be a major intrusion and cause an irreversible scar on the ancient surrounding countryside. Where retail store space is needed, surely this should be within WG town centre first policy, otherwise brownfield such as Llandow Trading Estate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5652 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Eamonn McGreevy [3326]

Summary:

1) Visual and physical coalescence of Llantwit Major and Llanmaes.
2) Outside RLDP's defined Strategic Growth Area.
3) Incongruous within the setting of the Green Wedge>
4) Intrusion into the countryside
5) Detrimental to Llanmaes Conservation Area.

Change suggested by respondent:

Please cancel this plan entirely for all the reasons above.

Sound: No

Attachments: None

5673 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Laura McGreevy [3330]

Summary:

Re Retail - Land at Bridge House Farm:
I object to ANY development on this land for the following reasons:
1) This will result in visual and physical coalescence of Llantwit Major and Llanmaes.
2) It is outside RLDP's defined Strategic Growth Area.
3) It is incongruous within the setting of the Green Wedge.
4) I would be a HUGE intrusion into the countryside, and for the residents of Llanmaes Village.
5) It would be detrimental to Llanmaes Conservation Area.

Change suggested by respondent:

I would like the entire Lidl project to be completely overturned / declined!

Sound: No

Attachments: None

5730 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Graeme Smith [3029]

Summary:

I object to this designation noting that it as a tentative designation pending a decision on a Called In Planning Application. Reasons for this objection include the resulting visual and physical coalescence of the Town of Llantwit Major and Village of Llanmaes. This site is also unsuitable for a large development on this scale as it is situated outside the defined Strategic Growth Area. The proposed supermarket will be highly incongruous within the setting of the proposed Green Wedge although we understand the reasons for this tentative allocation.The large store and supporting structures would be major and significant intrusions into the countryside and would be clearly detrimental to the Llanmaes Conservation Area as detailed and specified in its adopted Management Plan.

Change suggested by respondent:

Explicitly exclude this site for a retail allocation

Sound: No

Attachments: None

5736 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Linda Green [1072]

Summary:

This proposed development is subject to call in by Welsh Government. The Planning Officer recommended refusal on the basis of impact on the open countryside. In addition, development here will irrevocably impact the village (and nearby town centre) and undoubtedly result in the coalescence both physical and visual of Llantwit Major and Llanmaes. This area is outside the strategic growth area. Further, it will fundamentally impact the conservation area and does not fit with the agreed management plan thereof.

Change suggested by respondent:

Reject the retail development and endorse the green wedge application to protect the village from sustained development proposals. These are very stressful for the local community as well as being extremely time consuming and expensive to oppose.

Sound: No

Attachments: None

5748 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Jacqueline Wright [3349]

Summary:

I OBJECT TO THIS PROPOSAL ON THE GROUNDS IF IG WERE TO GO AHEAD IT WILL RESULT IN THE PHYSICAL COALESCENCE OF THE TOWN OF LLANTWIT MAJOR AND VILLAGE OF LLANMAES. IT IS ALSO SITUATED OUTSIDE THE RLDP'S DEINED STRATEGIC GROWTH AREA. THE LOCATION IS INCONGRUOUS WITHIN THE SETTING OF THE GREEN WEDGE, THE LARGE SETORE AND SUPPORTING STRUCTURED WOULD BE MAJOR AND SIGNIFICANT INTRUSIONS INTO THE COUNTRYSIDE AND, IT WOULD BE CLEARLY DETRIMENTAL TO THE LLANMAES CONSERVATION AREA

Change suggested by respondent:

THE STORE WOULD BE BETTER PLANNED BEING BUILT OFF THE NORTHERN ACCESS ROAD WHERE IT WOULD BETTER SERVICE THE RESIDENTS OF LLANTWIT MAJOR, ST ATHAN, LLANTWIT MAJOR AND COWBRIDGE BY WAY OF A MAJOR ROAD

Sound: No

Attachments: None

5768 Object

Document Element: Land at Bridge House Farm,

Respondent: Rik Stevens [3360]

Summary:

I would like to register my objection to the proposed retail development at Bridge House Farm.
The proposed store would represent a significant and inappropriate intrusion into the countryside and would undermine the purpose of the proposed Green Wedge. In particular:
- The development would contribute to the visual and physical coalescence of Llantwit Major and Llanmaes.
- It would introduce a large-scale retail building and associated infrastructure into a sensitive rural setting.
- The proposal would be incongruous with the landscape character of the area and detrimental to the setting of the Llanmaes Conservation Area.
- The site lies outside the defined Strategic Growth Area, making it an unsuitable location for this type of development.
For these reasons I strongly urge the Council to reject the allocation of this site for retail development.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representations - Redacted - https://valeofglamorgan.oc2.uk/a/t5j

5779 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Sue Stevens [2287]

Summary:

I object to the proposed retail development at Bridge House Farm (Site ID 379 – Proposal SP12(2)). The scale and nature of the development would represent a significant intrusion into the countryside, contribute to the merging of Llantwit Major and Llanmaes, and be harmful to the landscape and the setting of the Llanmaes Conservation Area. The site is also outside the RLDP's defined Strategic Growth Area.

Change suggested by respondent:

Remove allocation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t6v

5812 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Paul Garvey [3241]

Summary:

The second is the proposed retail development at Bridge House Farm It is the set of the proposed Lidl development which has been Called in by the Government. This is totally out of keeping with national plans.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5827 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Julie Massey [3390]

Summary:

I strongly object to this site being used. The site is situated outside the RLDP's defined strategic growth area and not in keeping with the visual and physical coalescence between the small village of Llanmaes and the town of Llantwit Major. A large retail store located on a greenfield site, in a green wedge, next to the Llanmaes conservation area would be a major intrusion and cause an irreversible scar on the ancient surrounding countryside. Where retail store space is needed this should be within the WG town centre first policy, otherwise brownfields such as the former RAF NAFFI complex.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5830 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Caroline Smith [3388]

Summary:

I object to this designation due to these concerns: the coalescence of the village of Llanmaes with the town of Llantwit Major, the incongruity of a major urban structure sitting on a proposed green wedge which would dominate the view of the Llanmaes conservation area and countryside, and the potential of increased traffic through the village.

Change suggested by respondent:

To find another site that is more in keeping with a large store, its associated structures and resultant traffic.

Sound: No

Attachments: None

5871 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Ann Barnaby [1702]

Summary:

This site was previously rejected as does not fit with a number of planning policies. The planning application which is still under review by the Planning Inspector - should not impact its inclusion in this LDP if it is still not compiling with planning policy, it should not be included, as this could set a precedent for other applications.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5939 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Susan Tandy [1626]

Summary:

Retail - Land at Bridge House Farm Site ID 379, Proposal Number SP12 (2)
I completely disagree that this land should be used for retail purposes, because such a retail development would result in the very coalescence the community council seeks to prevent and would be out of keeping within the proposed green wedge.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t9f

5948 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Janet Harris [1846]

Summary:

This proposed development, currently subject to a 'Call In' by the Welsh government is at clashing odds with the village and rural community setting of Llanmaes. The large store and supporting structures and developments would be significant intrusions into the countryside and would result in the physical and visual coalescence of a small rural village with the town of Llantwit Major. It represents a significant intrusion into the countryside, is at odds with the proposal of a green wedge to protect the rural setting of the village and would be clearly detrimental to the Llanmaes Conservation Area. It is outside the RLDP's Strategic Growth Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t9p

6024 Comment

Document Element: Land at Bridge House Farm,

Respondent: Mr & Mrs Alison and Richard Leach [2143]

Summary:

I see that the Planning policy has ring fenced the location of the proposed Lidl development (ID 379 Proposal number SP12(2) that is currently called in by the Welsh government and we are awaiting a date when the inspector is holding his enquiry in to this. You will be aware that the Planning committee voted against the recommendation of the planning officer. when they made there decision, that is now being challenged as procedurally against a lot of Vale and Welsh Government policies.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rr

6028 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Richard Cobourne [3440]

Summary:

I am deeply concerned about the survival of Llantwit Major and its local shops, Post Office, chemists, charity shops, and hairdressers, as well as existing supermarkets. I believe an out-of-town supermarket would severely reduce footfall in the town centre, leading to shop closures, boarded-up premises, and loss of livelihoods. Drawing on examples like Chepstow, I fear the town's vitality would decline, and the community would be permanently damaged. I urge the council and planners to protect the town's unique environment and ensure its future vibrancy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3xq

6052 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Philip Taylor [3439]

Summary:

This development is a major intrusion into the countryside. It merges Llantwit Major and Llanmaes in a way that is contradictory to the setting of the Green Wedge and the Llanmaes Conservation Area. It totally ignores environmental and traffic considerations. This 'field by field' development strategy is completely changing our towns, villages and countryside with reckless abandon at a time when we require food security and sustainable living.

Change suggested by respondent:

The plan requires a focus on small scale development everywhere combined with an appropriate increase in existing infrastructure.

Sound: No

Attachments: None

6071 Object

Document Element: Land at Bridge House Farm,

Respondent: Andrew Jack [3465]

Summary:

I oppose RLDP ID 379 Proposal SP12(2) due to safety concerns regarding the access road to the Lidl development, which could endanger traffic in Llanmaes and on the B-4265, as well as cyclists, pedestrians, and local residents. The road between the bypass and Llanmaes is used extensively by cyclists as it is on the recognised cycleway to Ewenny and the footpath is used by many school children and runners. Therefore it sonly a matter of time before the junction's design risks serious accidents.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/3t4

6101 Object

Document Element: Land at Bridge House Farm,

Respondent: Richard Hughes [3475]

Summary:

The proposed Lidll development should be rejected for the following reasons:
It would introduce a coalescence of town and Village, an action that goes against present policy. The coalescing effect would be accentuated by the increased traffic, the increase in visitors and the negative effects such as littering that would accompany greater human presence.
It would be situated outside the RLDP's defined Strategic Growth Area.
It would mark a major intrusion into the countryside, visually and in terms of human movement.
It may be the case that, especially with prospect of 500 houses to be built near St Athan, that an additional supermarket might be necessary to meet the needs of the growing population. It doesn't make more sense to site the development in Green Wedge land, on a difficult corner, resulting in an inevitable increase in traffic, a loss of countryside and adding a visual plight to the local perspective.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/td4

6126 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Ann Barnaby [1702]

Summary:

While the owner of this land is obviously desperate to make a large profit, this should not be a reason or foundation for planning.
This site should be kept as a green wedge between Llantwit Major & Llanmaes

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6143 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Ann Barnaby [1702]

Summary:

I have not been able to find this site in the candidate sites for information at to the proposal! It is also part of another allocation as a 'green wedge', which I am in total support of. Much of this site is a low valley sloping down to Llanmaes brook which is a rich and diverse wildlife corridor proven during many surveys to contain Otters amongst many others. Any development in this area would cause a coalescence of the settlements.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6146 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Ann Barnaby [1702]

Summary:

This site is also to be considered as 'green wedge' which I would support. I would object strongly to any proposal for development of this site for housing or retail.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6205 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Colin Arnold [2871]

Summary:

I strongly oppose this proposal despite its call-in by the Welsh Government. I believe the 'urban creep' from Llantwit Major to Llanmaes would harm the rural village and Llanmaes Conservation Area, causing significant disruption during construction and operation. The claim that many shoppers would walk is unsubstantiated, as the large car park suggests most would drive, increasing traffic off the bypass and impacting the conservation area. The site is outside the strategic growth area and conflicts with the green wedge, intruding into the countryside.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6210 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Phil Tandy [1625]

Summary:

Site ID379 Proposal Number SP12(2)
I strongly oppose the proposal for a Lidl store on this site. The proposal is incongruous with the Green Wedge, would cause significant traffic congestion in the area. It would intrude on the countryside and also be detrimental to the Llanmaes Conservation Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6226 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Jan Arnold [3499]

Summary:

I object because it does not fit in with the green wedge, it does not fit in a rural setting which is also a conservation area and it is outside the designated Strategic Growth area. There are far better options for the store within the RLDP without again starting to merge Llantwit Major and Llanmaes. It is even more anomalous given that with the new boundary changes Llanmaes is aligned with 3 other small rural villages and not the large town of Llantwit Major.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6257 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Noel Harris [2148]

Summary:

I oppose the proposed retail development at Bridge Farm House, which is currently 'Call In' by the Welsh government. I believe the large store and supporting structures would intrude on the countryside, threaten the village's rural character, and cause coalescence with Llantwit Major. The development conflicts with the green wedge protecting Llanmaes, would harm the Llanmaes Conservation Area, and lies outside the RLDP's Strategic Growth Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3j6

6267 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Bethan Pocock [3268]

Summary:

In 2022 Lidl submitted a planning application for a supermarket on a parcel of land which had in the past been part of Bridge House Farm. The farmhouse itself had stood vacant for a number of years until it was recently purchased and is being restored as a family home.
The application attracted a great deal of concern and objections based on the fact that this development would result in both visual and physical coalescence between Llanmaes and Llantwit Major. Its entrance would be directly off the main access lane to Llanmaes, close to the main road junction, managed by traffic lights and pedestrian crossing.
The planners at the Vale of Glamorgan recommended refusal of this application based on the fact that the site was outside the RLDP's defined strategic growth area and other associated concerns. However at the planning meeting, a small number of Councilors argued in favour of the development, based on the need for 'cheap food', and as such the application was approved. Since this meeting, the application has been referred to PEDW, and their initial assessment that an appeal should be heard, the application has been escalated to a full enquiry at great expense to all parties. This 'cheap food ' option not quite such a special offer after all.
In order to overcome the situation that this overturning of the planners' recommendation has created, a simple remedy would be for the Welsh Government to offer an alternative site to Lidl. The nearby Northern Access road which was built at considerable cost to the taxpayer for commercial and residential development has easy access, pedestrian and cycle way, together with Bus stops with shelters, though no current bus route. A Win / Win solution.
Our rural communities deserve to be maintained for the wellbeing not only of the residents, but the environment as a whole. Llanmaes enjoys an abundance of wildlife which needs to be preserved. Seeing a pheasant alongside a woodpigeon crossing the road restores one's faith in our surroundings. Alongside the acres of wheat and corn, they need those green field sites as do we.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kv

6296 Object

Document Element: Land at Bridge House Farm,

Respondent: Robert Turner [3525]

Summary:

The land between the Village of Llanmaes and the Llantwit Major Bypass should be designated as Green Wedge , us villages don’t won’t Llantwit Major joining our village.
Protects the conservation area as previously mentioned by CADW.
and should restrict building work of any description as this should remain Greenfields for the beauty on views of our countryside and Historical Church.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/tfb

6335 Comment

Document Element: Land at Bridge House Farm,

Respondent: Richard Leach [3544]

Summary:

I see that the Planning policy has ring fenced the location of the proposed Lidl development (ID 379 Proposal number SP12(2)) that is currently called in by the Welsh government. You will be aware that the Planning committee voted against the recommendation of the planning officer. when they made there decision, that is now being challenged as procedurally against a lot of Vale and Welsh Government policies. Looking forward to this site being included in the green wedge when this ridiculous decision is over turned.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/thx

6366 Object

Document Element: Land at Bridge House Farm,

Respondent: Mervyn Page [3558]

Summary:

I believe Picketston Lane should be reviewed due to the large traffic implications from recent applications, especially as it is a single-car lane without a footpath, has garden gates, driveways, and a 60MPH speed limit. The Aston Martin factory application did not include a traffic survey, yet the lane experiences heavy traffic, including lorries searching for industrial units.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tjb

6373 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Hayden Pocock [3561]

Summary:

In 2022, LIDL proposed building a supermarket on part of Bridge House Farm, which had been vacant and is now being restored. The plan faced objections due to concerns over visual and physical merging of Llanmaes and Llantwit Major, and the location's proximity to a busy junction. The Vale of Glamorgan recommended refusal because the site was outside the strategic growth area. Despite this, some councillors approved the application without clear reasoning. The case has been referred to PEDW for a full enquiry, which may consider alternative sites such as land near the Northern Access Road.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3my

6377 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Jaqueline Hughes [3563]

Summary:

Retail - Land at Bridge Farm (Site ID379 Proposal Number SP12 (2)]
This Called In planning application by Lidl, having previously been rejected by VOG Planning Officers, should not have been approved and should be excluded from the RLDP. This site is outside the RDLP's Strategic Growth Area, it will blatantly result in the coalescence of town and village and will form a wholly inappropriate intrusion into the Green Wedge and surrounding countryside.
It may be worth noting that time has moved on since this retail site was proposed. The RLDP highlights, as indicated below, the need for such an outlet not in the strikingly appropriate entrance to Llanmaes but in the Strategic Growth Area in which St Athan and Eglwys Brewis sit. This would better serve the requirements of the burgeoning population in this area

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nr

6388 Object

Document Element: Land at Bridge House Farm,

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

2. Retail - Land at Bridge House Farm Proposal Number SP12(2)
Llanmaes Community Council objects to this designation noting that it as a tentative designation pending a decision on a Called In Planning Application). Amongst the reasons for this objection include the resulting visual and physical coalescence of the Town of Llantwit Major and Village of Llanmaes. This site is also unsuitable for a large development on this scale as it is situated outside the RLDP's defined Strategic Growth Area. The proposed supermarket will be highly incongruous within the setting of the proposed Green Wedge although we understand the reasons for this tentative allocation pending a decision to accept or refuse the Called In Planning Application. Finally, the large store and supporting structures would be major and significant intrusions into the countryside and would be clearly detrimental to the Llanmaes Conservation Area as detailed and specified in its adopted Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4s4

6409 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr David Harris [2291]

Summary:

Retail - Land at Bridge House Farm Site ID379 Proposal Number SP12(2).
I oppose this proposal for the following reasons:-
This site undermines the whole purpose of creating a green wedge as proposed in proposal number DNP2(6) and discussed above.
The proposal would result in coalescence between the town of Llantwit Major and the village of Llanmaes.
A supermarket building and the supporting infrastructure would be a significant negative impact on the Countryside.
Within the Conservation Management Plan it is stated 'Having designated the Conservation Area, the local authority has a statutory duty to ensure that the character of the area be preserved or enhanced' it further states under General Character and Plan Form '
There is a close relationship between buildings and surrounding countryside, with open fields providing a foil to the built environment. The village is visible in its landscape setting from the by-pass.
Intervening fields to the north of the by-pass form an important element of separation from modern housing estates located on the edge of Llantwit Major'

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qj

6417 Object

Document Element: Land at Bridge House Farm,

Respondent: Mrs Julie Garvey [3578]

Summary:

The proposal of a supermarket would be detrimental to a village and the infrastructure could not cope with increased traffic and heavy goods vehicles delivering to the supermarket.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nj

6638 Object

Document Element: Land at Bridge House Farm,

Respondent: Mr Richard Cobourne [3440]

Summary:

My main concern is for the survival of the town of Llantwit Major and its small owner-managed shops, Post Office, chemists, charity shops, hairdressers, etc. And to some extent existing supermarkets. I am also concerned about maintaining green spaces and conservation areas as per the adopted Management Plan.
Building an 'out of town' supermarket will significantly and detrimentally affect footfall to the town centre — people who use the current town centre retail and hospitality opportunities simply will not visit as they will be parked away from them and will not return. The town will slowly die. Shops and other premises will be boarded up. Livelihoods will be lost. Time-and-again we have seen many towns across Wales and the rest of the UK suffer. Simple desk-based research will reveal many.
Taking one town as an example — Chepstow. Tesco built a supermarket about 150 metres from Chepstow high street across a main road — not dissimilar to the situation in Llantwit Major / Llanmaes. Few now visit Chepstow high street so the town itself is dying. Shops and other premises have closed, remaining empty for years — and at a time when retail outlets are increasingly under pressure from on-line shopping.
The council and planners must do everything it can to ensure that Llantwit Major remains a vibrant and varying environment for generations to come — providing employment and facilities for all to enjoy.
Building out-of-town will destroy the community of Llantwit Major for ever.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/t9q

7002 Comment

Document Element: Land at Bridge House Farm,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2022/00907/FUL.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7206 Support

Document Element: Land at Bridge House Farm,

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

Lidl Great Britain Ltd firmly supports the allocation within draft Policy SP12 (Retail Floorspace Provision) for 1,251sqm of convenience floorspace at Land at Bridge House Farm, Llanmaes, Llantwit Major. This allocation is needed to ensure the plan is sound, by addressing unmet need at Llantwit Major which is a Service Centre and focus for growth. This should be made clear in the reasoned justification.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

7225 Object

Document Element: Land at Bridge House Farm,

Respondent: Ms Samantha Hall [1432]

Summary:

The approval of the Lidl in Llanmaes contravenes your own principles and it is out of town A1 food store. I fully support your policy RCS2 and wish that the members of the planning committee were aware of their own policies before their made such an horrendous decision to approve the planning application.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6721 Comment

Document Element: RCS1 - RESILIENT RETAIL, COMMERCIAL AND SERVICE CENTRES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP11 Retail, commercial and service centre hierarchy and RCS1 Resilient retail, commercial and service centres: This policy focuses on hierarchy and vitality of retail
centres but fails to actively support the resilience of local retail, through measures which support local food markets, small-scale fresh food retailers, or local producer
supply chains. This limits opportunities for strengthening local food economies. It is important that the need for convenience food retail space within Barry, Penarth and Llantwit Major, recognised in SP11, is matched with this rational for 'local affordable food' outlined in SP5.

Change suggested by respondent:

Consider adding: "The Council will support local food markets, cooperative food retail, and initiatives that strengthen local producer supply chains
within town and service centres, in line with the Town Centres First approach."

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6943 Support

Document Element: RCS1 - RESILIENT RETAIL, COMMERCIAL AND SERVICE CENTRES

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members were pleased to see mention of the diversification of high streets, although noted that Penarth was above average in terms of occupancy. They hoped that the RLDP would be able to support the town centre and support other ways it could be improved, such as a fishmonger or identifying a site for a new Cemetery.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7020 Object

Document Element: RCS1 - RESILIENT RETAIL, COMMERCIAL AND SERVICE CENTRES

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

The Policy RCS1 (Resilient retail, commercial and service centres) supporting text adds new policy requirements which are not within the draft policy. Paragraph 6.214 states that:

"Changes of use class in Retail, Commercial and Service Centres must be justified by evidence that the property has been affected by a sustained period of long-term vacancy and that proactive marketing has been undertaken by a property agent for a minimum of 12 months in an effort to secure tenants. The marketing report should include:

• Details of the existing use or previous use if vacant;

• The length of time the unit has been vacant, if applicable;

• The type of use which the unit has been marketed for, what the marketing strategy involved and its duration;

• The amount of interest in the unit during the marketing period – this should detail the number of queries, the type of uses sought, and if known, the reason for not pursuing any initial enquiries."

However, nowhere in the draft policy wording does it explicitly state to include 12 months of marketing activity. The draft supporting text reads as though this is a policy requirement, rather than supportive guidance. This is contrary to caselaw which confirms that supporting text cannot be used to expand the policy beyond its wording (R (Cherkley Campaign Ltd) v Mole Valley District Council). A proposal could meet the requirements of the criteria sets out in draft policy RCS1 without being marketed for a minimum of 12 months. If the Plan is adopted as currently set out, there is a risk of internal inconsistency between policy RSC1 and the supporting text. Accordingly, this would fail Test 2 (Is the plan appropriate?) as it is not coherent or consistent.

We also have concerns with criterion 5 which states to "Avoid an over-concentration of non-retail uses that would undermine the retail function of the centre". This is because 'over-concentration' has not been defined within the draft policy. This contrasts with draft policy RCS3 which includes a definition of what an over-concentration of hot food takeaways would be. Without a definition of what an over-concentration of non-retail uses is, the draft policy will remain and lack clarity. Additionally, without a definition, the draft policy may fail Tests 2 and 3 as it is currently unclear (Test 2: Is the plan appropriate?) and cannot be effective (Test 3: Will the plan deliver?).

Change suggested by respondent:

The Policy text should explicitly state to include 12 months of marketing activity as a requirement as the supporting text currently reads. Criterion 5 should also define what an over-concentration of non-retail uses would be in order that the policy is clear and effective.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

5584 Support

Document Element: RCS2 – EDGE OF CENTRE AND OUT OF TOWN RETAILING

Respondent: Ms Samantha Hall [1432]

Summary:

This shows how the approval of the Lidl in Llanmaes contravenes your own principles and it is out of town A1 food store. I fully support this proposal and wish that the members of the planning committee were aware of their own policies before their made such an horrendous decision to approve the planning application.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6683 Comment

Document Element: RCS2 – EDGE OF CENTRE AND OUT OF TOWN RETAILING

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

South Wales Police would ask that the Designing out crime and traffic management officers are contacted in respect of new developments and the travel routes to them.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

7014 Object

Document Element: RCS2 – EDGE OF CENTRE AND OUT OF TOWN RETAILING

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

Draft RCS2 sets out three criteria for new A1, A2 or A3 uses on new sites or existing retail areas which are as follows:
1. “It can be demonstrated that there is an additional need for the proposal which cannot be provided within an existing retail, commercial and service centre; and
2. The proposal would not either individually or cumulatively with other recent or proposed consented developments have an unacceptable impact on the trade, turnover, vitality and viability of the retail, commercial and service centres.
3. The proposal would serve local needs in a neighbourhood or rural village.”

Change suggested by respondent:

We consider the policy should read as follows:
“1 It can be demonstrated that there is an additional need for the proposal which, when applying the sequential approach to locating development as outlined in national guidance, it has been demonstrated that the site is sequentially preferable; and
2 The proposal would not either individually or cumulatively with other recent or proposed consented developments have an unacceptable impact on the trade, turnover, vitality and viability of the retail, commercial and service centres.
3 Proposals serving only local needs should be of a scale and type which does not undermine the vibrancy, attractiveness and viability of neighbourhood centres.”

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

5585 Support

Document Element: RCS3 - HOT FOOD TAKEAWAYS

Respondent: Ms Samantha Hall [1432]

Summary:

There is supposedly a cost of living crisis, but there is also a health crisis in this country fuelled by poor food choices. I fully support the proposal to limit take away premises within the vale.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6723 Comment

Document Element: RCS3 - HOT FOOD TAKEAWAYS

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

RCS3 - hot food takeaways: CAVUHB commends the recognition that the clustering of unhealthy food outlets is a significant health issue and supports the proposals to
consider controls on takeaway proliferation (RCS3). This will support the creation of healthy environments, a commitment within the Cardiff and Vale Good Food and
Movement Framework endorsed by RPB. Health and inclusion policies mention general wellbeing but do not specifically address access to healthy food, food deserts, or distribution of retail providing fresh/local food, especially in new or expanding residential areas.

Change suggested by respondent:

Proposal to include criteria for equitable access to healthy food and community food infrastructure in development proposals, such as: “Major developments should demonstrate equitable access to healthy food outlets, community growing facilities, or other community food
infrastructure within walking distance of new residential areas.” This addresses diet related health inequalities, encourages healthier communities and aligns with HIA
guidance.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

5368 Object

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Ms Lucie Taylor [2506]

Summary:

There needs to be more weight given to the different types of food growing spaces that can be provided in association with new development - large or small, commensurate to the size of development.
We need to move away from the view we should ask for growing spaces only on larger housing sites. Community allotments are fine but we also need smaller blank canvass spaces for food growing that communities can take ownership of. These are not capital intensive asks. We need to raise awareness of the different types of food growing spaces that can be provided.

Change suggested by respondent:

As above

Sound: No

Attachments: None

5674 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Mr David Entwistle [3264]

Summary:

I support these points but the council needs to work better to actually action their own plans.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5859 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Mr Jeff Smith [3399]

Summary:

Delivery of new or improved infrastructure must be undertaken in a timely and coordinated manner to meet the needs of existing and planned communities *prior to* the commencement of any development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5914 Comment

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The requirement to provide welsh language facilities is considered onerous. How would a developer provide Welsh language facilities as part of a development? What would this mean in practice, and for how long would they be required? The HBF suggests that a contribution towards Welsh Language improvements would be more appropriate, and would allow for an instance, a financial contribution to support existing facilities. Such an approach is common across other LDPs.

In terms of the Welsh Language, the Council's Background paper BP30 concludes:
'The evidence presented in this background paper demonstrates that the Welsh language, while an important part of Wales's cultural heritage, does not hold a position of significant cultural prominence within the Vale of Glamorgan and that the RLDP is unlikely to materially influence the status, use or vitality of the Welsh language within the area.'

This would suggest that the requirements of the plan should not be overly onerous.

Concerning employment opportunities, the use of the phrase 'complementary facilities' is very vague. With regard to the example of the provision of training and working hubs, it is unlikely to be achievable on the scale of the developments proposed in the plan. A contribution towards such facilities in the wider area is likely to be more achievable, helping support existing facilities, rather than creating more that last only for the length of the development.

Mitigation of Severn Estuary Recreational Pressure: It would be helpful in the supporting text to reference Policy DNP8 – SEVERN ESTUARY RECREATIONAL PRESSURE. Is there any information available on how this will be calculated?

Change suggested by respondent:

The following wording: 'The delivery of new or improved infrastructure must be undertaken in a timely and coordinated manner to meet the needs of existing and planned communities prior to, or from the commencement of, the relevant phases of development.'
Should be reworded to say that the timing of delivery will be discussed and agreed with developers on a site-by-site basis, with a preference for its delivery as early as possible.

Sound: Not specified

Attachments: None

6032 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The inclusion of the allowance for development viability in Policy SP13 is endorsed. It is vital that the Council take account of development viability when considering community infrastructure and planning obligations. To not do so, could jeopardise whole allocations which would undermine the delivery of much needed affordable and market housing in VoG. With regards to Affordable Housing Led Allocations, care needs to be taken to ensure that any additional planning obligations beyond the affordable housing are carefully considered in terms of overall viability.

As drafted, Policy SP13 is consistent with PPW and meets the three tests of soundness.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6077 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The inclusion of development viability considerations in Policy SP13 is endorsed. The need to balance additional planning obligations with overall viability is essential to prevent jeopardising housing delivery. Policy SP13 aligns with PPW guidelines, ensuring that community benefits are reasonably related to developments and do not compromise site deliverability. It is considered that Policy SP13 as drafted meets the three tests of soundness and supports the delivery of affordable and market housing in VoG.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6138 Object

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G disagree with the current wording that begins with 'where appropriate and having regard to viability,' as it invites developers to argue this does not apply to their site. We suggest changing it to state that the Council aims to secure high-quality community infrastructure, facilities, and services appropriate to the development's scale, type, and location with site viability a consideration. Community growing spaces should be provided, and references to allotments should be deleted, encouraging developers to create spaces of appropriate size with minimal capital costs (enabling 'community ownership'). The preferred approach remains on-site provision of facilities and infrastructure.

Change suggested by respondent:

include text that suggests provision of food growing facilities commensurate to the size and nature of development. large capital outlays are not always necessary to enable community ownership of spaces next to their homes.

Sound: No

Attachments: None

6586 Object

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Councillor Stephen Haines [1029]

Summary:

Policy SP13 refers to securing infrastructure through planning obligations. However, reliance on financial contributions alone does not ensure timely delivery.

There is insufficient clarity regarding:
- Education capacity expansion.
- Primary healthcare provision.
- Highway mitigation triggers.
- Public transport enhancement sequencing.

Infrastructure must be delivered ahead of, or in tandem with, housing occupation - not retrospectively.

Change suggested by respondent:

Amend Policy SP13 to make infrastructure delivery a pre-condition, not solely a contribution mechanism.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3tk

6727 Comment

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP13 Community infrastructure and planning obligations: We want to take this opportunity to highlight the challenges that population growth places on healthcare
services. The projected level of population growth identified within the RLDP will have an impact on the CAVUHB's community healthcare facilities and infrastructure.

Please refer to the information provided as part of the background evidence paper titled 'BP37 Primary, Community and Intermediate Health Care 'for more detail on the CAVUHB response which identifies there is limited scope for the current infrastructure within existing GP premises to absorb the LDP growth. CAVUHB recognises the need to prioritise the expansion of the existing estate (where feasible) or support new developments to take forward its strategic objectives.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6786 Object

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon Homes do not consider that Policy SP13 – Community Infrastructure and Planning Obligations is required. This is predicated on the basis that such matters are dealt with under separate legislative and policy frameworks. Therefore, as currently drafted the proposed policy (and supporting text) do not add anything further information for planning purposes and risk unnecessary duplication.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6919 Object

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow do not consider that Policy SP13 – Community Infrastructure and Planning Obligations is required. This is predicated on the basis that such matters are dealt with under separate legislative and policy frameworks. Therefore, as currently drafted the proposed policy (and supporting text) do not add anything further information for planning purposes and risk unnecessary duplication.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6967 Comment

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

We support the provisions within the policy that the Council will secure new and improved community infrastructure where appropriate and within a timely manner, and the specific reference to utilities infrastructure. Where existing water and sewerage infrastructure requires reinforcement to serve a development it must be provided as part of the development to mitigate any adverse impacts. In circumstances where the development generates the need for infrastructure improvements that are not programmed for delivery by infrastructure providers then it must be funded by the development. Therefore, it is important for developers to engage early with relevant infrastructure providers, including the statutory sewerage and water undertaker. We welcome that the policy states that improved infrastructure must be undertaken in a timely manner. The delivery of reinforcements to the sewerage and water networks can controlled either through planning condition or a commercial agreement between the developer and Welsh Water.

Adequate potable water supply and drainage infrastructure is key to ensuring new development sites are sustainable, viable and deliverable. Hydraulic modelling assessments (HMA) may be required to determine an adequate point of connection to the water network and/or public sewers, and developers would be strongly recommended to fund investigations at pre-planning stage. Once commissioned and completed the HMA would identify suitable connection points and/or the necessary reinforcement works required to accommodate the development (for example upsizing sewers/water mains, additional storage tanks etc). In certain circumstances surface water removal could be an alternative option for allocations where foul sewer HMAs are being requested, and we would welcome early engagement with the site developer.

The reinforcements required to the network would be established by the HMA and costings would be provided at detailed design stage. The developer would need to fund a scheme by way of the requisition provisions of the Water Industry Act or via a legal/commercial agreement with Welsh Water.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7109 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

We support the recognition in Policy SP13 that any requirement for planning obligations must be appropriate and have regard for development viability.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7110 Comment

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

It must be recognised in the policy or supporting text that the delivery/timing of some infrastructure measures will be outside the control of developers/developments. This is particularly the case where financial contributions are made, and measures will be delivered by others. Flexibility should therefore be allowed for through Policy SP13.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7195 Support

Document Element: SP13 - COMMUNITY INFRASTRUCTURE AND PLANNING OBLIGATIONS

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Policy SP13 demonstrates the importance of community infrastructure in sustaining both the residents well being and economic growth of an area. To see in Policy SP13 that 'development viability' is recognised as a key factor in delivering community infrastructure under planning obligations, is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5398 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Ms Lucie Taylor [2506]

Summary:

I support the policy but suggest refining the wording. It should emphasise that open space must largely be provided on-site, with clear justification required if not possible, and off-site provision should be as close as possible. Financial contributions are a last resort. For other open spaces, provision should be designed locally and respond to needs, with encouragement for community growing spaces, due to their high returns on investment and social benefits, including community cohesion, crime reduction, and social value.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5675 Support

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Mr David Entwistle [3264]

Summary:

I support this provision of open space but think more stipulations should be in place in terms of the form it takes. An open field is fine but open space should also include areas of habitat for native animals and plants and be planned in a way that encourages residents to spend time appreciating and enjoying the viewing of these natural habitats. There should also be a move towards more natural, sustainable green spaces suitable for native wildlife as opposed to very manicured fields and gardens.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5862 Object

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Mr Jeff Smith [3399]

Summary:

Any new development needs additional Allotment space provided and / or remove the coast and countryside parking charges for vale residents.

Change suggested by respondent:

Any new development needs additional Allotment space provided and / or remove the coast and countryside parking charges for vale residents as without this the amount of accessible green space is restricted

Sound: No

Attachments: None

5950 Object

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The requirement for an 'open space strategy' for all housing development is considered onerous and unnecessary. What guidance exists on what this document should contain, and how would it differ from the submission of a landscape scheme/planning statement/design and access statement, as part of the planning application?

If the requirement is retained, it should be set at a threshold of sites larger than 100 units so as not to cause additional work for SME developers.

Change suggested by respondent:

Amend the text accordingly.

Sound: Yes

Attachments: None

6039 Object

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The proposed 62.2 m² per dwelling requirement is overly prescriptive and not aligned with Field in Trust's (FiT's) methodology. When combined with the wider cumulative policy burdens of the RLDP, such an approach has the potential to impact development viability and reduce delivery.

Policy CI1 also requires an 'Open Space Strategy' to be submitted for all housing developments that meet the relevant thresholds. In many instances, it is appropriate for the provision of open space within a scheme to be addressed through a Design and Access Statement and / or Green Infrastructure Statement.

Change suggested by respondent:

A standalone Open Space Strategy is therefore not necessary and Policy CI1 should be amended to reflect this. This amendment is necessary to ensure that Policy CI1 meets the second test of soundness (Is the Plan appropriate?).

Sound: No

Attachments: None

6728 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Open space and recreation (CI1 and CI2): The evidence base supporting the sport and recreation elements of Policies CI1 and CI2 could be strengthened. At present
there does not appear to be a full Open Space assessment setting locally-derived standards, nor a Playing Pitch Strategy nor Indoor Sport Facility Assessment. The Cardiff and Vale of Glamorgan Sports and Physical Activity Facilities audit report is
currently underway (with completion anticipated in May 2026), which should make a useful contribution to the evidence base once available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6746 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam is not clear as to what has driven the increased level of public open space that Policy CI1 (Open Space Provision) identifies as being required and would welcome clarification on this matter.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6787 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Whilst there are no comments regarding the principle, thresholds and use of the FIT standards in terms of the open space provision. As such Persimmon query the requirement for an Open Space Strategy for all sites that meet the thresholds.

The requirement within emerging Policy CI1 for applicants to prepare or submit an Open Space Strategy is not considered to be sufficiently justified or proportionate when assessed against Planning Policy Wales, which promotes access to open space and recreational provision but does not prescribe the preparation of standalone Open Space Strategies for individual planning applications. There is a lack of clarification as to what it proposed and also how the level of detail would be proportional to the size of the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6847 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

This policy consists of four parts which, combined, dictate how open space should be provided. These parts of the policy set expectations for the level of public open space that should be provided for, confirm that provisions for open space should also be made for commercial uses, notes that it is expected that open space will be provided onsite, and requires that an open space strategy is submitted as part of applications where open space is required to be provided.

Taylor Wimpey note that Policy CI1 (Open Space Provision) of the Deposit RLDP, when compared with Policy MD3 (Provision of Open Space) of the adopted LDP, proposes an increase in public open space provision from a total of 2.4ha / 1000 people to 2.75ha / 1000 people.

Taylor Wimpey is not clear as to what has driven the increased level of public open space that Policy CI1 (Open Space Provision) identifies as being required and would welcome clarification on this matter,

Change suggested by respondent:

Clarification regarding the reasoning for the increased level of public open space requirements in Policy CI1 (Open Space Provision).

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6920 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Whilst there are no comments regarding the principle, thresholds and use of the FIT standards in terms of the open space provision. As such Barratt Redrow query the requirement for an Open Space Strategy for all sites that meet the thresholds.

The requirement within emerging Policy CI1 for applicants to prepare or submit an Open Space Strategy is not considered to be sufficiently justified or proportionate when assessed against Planning Policy Wales, which promotes access to open space and recreational provision but does not prescribe the preparation of standalone Open Space Strategies for individual planning applications. There is a lack of clarification as to what it proposed and also how the level of detail would be proportional to the size of the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7078 Support

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the objective of ensuring that new development makes appropriate provision for open space and recreation. That is entirely consistent with good placemaking and with national policy support for healthy, inclusive and green environments.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm

Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7079 Object

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

The main concern is the way in which the policy translates the Fields in Trust benchmarks into a rigid per-dwelling requirement of 62.2 sq m per dwelling. The Deposit Plan itself recognises, at paragraph 6.233, that on-site provision should be design led rather than standards led, and that the type of provision should respond to local context and identified local need having regard to the Open Space Background Paper. That is an important and sensible acknowledgement. In our view, however, the policy wording pulls in the opposite direction by setting out what reads in practice as a uniform quantitative requirement. Fields in Trust guidance is ordinarily framed around population and typologies, to be applied strategically and flexibly, rather than as a blanket per-dwelling metric irrespective of scheme context, form and composition. A rigid application of the standard risks disproportionate land take, unnecessary design constraints and, ultimately, pressure on viability and delivery.

There is also concern regarding the separate requirement for an Open Space Strategy for all housing and commercial developments meeting the thresholds. In many cases, the provision of open space within a development will already be addressed through the Design and Access Statement, Green Infrastructure Statement and the overall layout and placemaking rationale of the scheme. We would therefore question whether a standalone Open Space Strategy is necessary in every case.

Change suggested by respondent:

Amend Policy CI1 and supporting text to make clear that the benchmark standards are to be applied flexibly and strategically, having regard to site context, typology and local need, and that open space provision may be addressed through the Design and Access Statement and/or Green Infrastructure material rather than requiring a standalone Open Space Strategy in every case.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm

Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7111 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The wording and supporting text must allow greater flexibility to be applied to the open space standards. It is also important that the type and range of provision is reflective of local context/needs. This is reflected in para 6.233 but the policy should also be amended to reflect this directly.

We would question the need for a standalone ‘Open Space Strategy’ or statement and the policy should be amended to reflect this.

Change suggested by respondent:

Amend policy wording.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7112 Object

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The proposed 62.2sqm per dwelling requirement is overly prescriptive and not aligned with FiT's methodology. When combined with the wider cumulative policy requirements of the RLDP, such an approach has the potential to impact development viability and reduce delivery.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7113 Support

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The recognition that in some instances off-site contributions will be appropriate in lieu of on-site provision is welcomed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7196 Support

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Provision of open space in residential developments is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7197 Comment

Document Element: CI1 – OPEN SPACE PROVISION

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The viability of developments however must not be compromised in order to ensure delivery of the plan. The 'development viability' should recognised as a key factor in delivering open space.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5403 Comment

Document Element: CI2 - PROTECTION OF EXISTING OPEN SPACES

Respondent: Ms Lucie Taylor [2506]

Summary:

Social Farms & Gardens support the policy principles but note some contemporary considerations are missing. Proposals for development on open space within settlements are only permitted if the remaining open space is adequate for local needs and the site lacks significant recreational, social, food growing, visual, or green infrastructure value. Open spaces are vital for community character, recreation, social cohesion, and well-being. Policy CI2 applies to all open spaces within settlement boundaries, covering various typologies including parks, allotments, sports facilities, and informal greenspaces, especially where there is an open space deficit.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5678 Object

Document Element: CI2 - PROTECTION OF EXISTING OPEN SPACES

Respondent: Mr David Entwistle [3264]

Summary:

The points do not offer enough protection of existing open space and do not actively discourage them being used for development enough. Stronger protections are required for our existing open space within the Vale.

Change suggested by respondent:

There should be stronger and more stringent limitations on development of open spaces. Residents views should be directly taken into account as opposed to purely the views of professional planners and ecologists. Whilst a hedgerow/field may not from an ecological point of view offer good habitat for a range of species it may provide oversized joy to local residents and may be the only green space visible from their house for example. There should be more quantifiable points such as: if the space holds more than x amount of species or provides a habitat for certain key species it should be excused from development.

Sound: No

Attachments: None

6729 Comment

Document Element: CI2 - PROTECTION OF EXISTING OPEN SPACES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Open space and recreation (CI1 and CI2): The evidence base supporting the sport and recreation elements of Policies CI1 and CI2 could be strengthened. At present
there does not appear to be a full Open Space assessment setting locally-derived standards, nor a Playing Pitch Strategy nor Indoor Sport Facility Assessment. The Cardiff and Vale of Glamorgan Sports and Physical Activity Facilities audit report is
currently underway (with completion anticipated in May 2026), which should make a useful contribution to the evidence base once available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6994 Comment

Document Element: Land at Clare Gardens,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2025/01008/RG3.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6637 Comment

Document Element: St Athan Primary School, St

Respondent: Mr Andrew Street [3444]

Summary:

The proposed expansion of St Athan Primary School lacks a guaranteed timeline for when these facilities will be operational relative to house completions.

Change suggested by respondent:

-

Sound: No

Attachments:

Redacted Representation Form - https://valeofglamorgan.oc2.uk/a/34q

6995 Comment

Document Element: St Athan Primary School, St

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2025/00991/RG3.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7114 Comment

Document Element: St Athan Primary School, St

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

As worded, the Policy is not clear what land is allocated. Whilst the principle of transferring land for expansion of the school (as part of Church Farm phase 2) and facilitating improved access would be considered by BDW, it is important that what is being sought is clear.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7212 Comment

Document Element: St Athan Primary School, St

Respondent: Mrs Melissa Plimmer [3599]

Summary:

The proposed expansion of St Athan Primary School lacks a guaranteed timeline for when these facilities will be operational relative to house completions.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3yw

6996 Comment

Document Element: St Richard Gwyn Catholic

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2023/00285/RG3.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6997 Comment

Document Element: Lower Cosmeston Farm,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2022/01113/RG3.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6998 Comment

Document Element: Upper Cosmeston Farm,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Dwr Cymru Welsh Water has made representations on planning application ref 2020/01170/OUT.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4951 Object

Document Element: Land south of the railway,

Respondent: Dr Tim Render [3016]

Summary:

The scale of housing development proposed for St Athan is excessive and spoils the nature of the heritage coast. Use of this site would breach the policy on the coast set out in the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6124 Object

Document Element: Land south of the railway,

Respondent: Ms Ann Barnaby [1702]

Summary:

This plot is on a bad bend of the B4265 - safe access to site would be dangerous - and yet another allocation to many in this area. Full consideration to the over development of St Athan should be a separate discussion point! Together with the wider impacts to infrastructure as the B4265 is a major route to Barry, Cardiff and beyond.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6136 Comment

Document Element: Land south of the railway,

Respondent: Ms Ann Barnaby [1702]

Summary:

I agree with planners assessment - the location of this site on the B4265 would cause significant infrastructure safety issues

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6747 Comment

Document Element: Land south of the railway,

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam recognise that this site could be a suitable location for a Welsh Medium Secondary School and, as a principle, is agreeable to the safeguarding of land for the footbridge landing on the northern side of the railway line.
Paragraph 6.250 of the Deposit RLDP is clear that the delivery of a Welsh-Medium secondary school is in response to a regional / sub-regional demand rather than a local need as a result generated either by the development of Land West of St Athan or other emerging allocations within St Athan and it cannot be the case that Hallam are expected to make disproportionate contributions to either the delivery of the school or required active travel improvements just because they have control of the site or that it is next to the Key Site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6999 Comment

Document Element: Land south of the railway,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - No watermains crossing the site.
Sewerage - No sewers crossing the site.
Wastewater Treatment Works (WwTW) - Welsh Water is delivering a scheme at West Aberthaw WwTW by 2030.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6680 Comment

Document Element: CI4 - PROTECTING AND ENHANCING EXISTING COMMUNITY FACILITIES

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

When designing new schools early consultation with the South Wales Police Designing out crime officer and Traffic Management officers is prudent to ensure the saftey of pupils. Achieving Secured By Design acrediation for the school will ensure that the school is planned and built with safety in mind from the outset. All schools should achieve SBD GOLD.
South Wales Police would ask that all new community facilities plans are referred to the Designing Out Crime Officer and Counter Terrorism Wales for early consultation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6730 Comment

Document Element: CI4 - PROTECTING AND ENHANCING EXISTING COMMUNITY FACILITIES

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

Community Facilities: this policy focusses on schools, healthcare and social infrastructure, but does not include food-related community facilities such as kitchens, food hubs or education centres.

There is no reference to the expectation that local communities are consulted in relation to the development of community facilities.

Change suggested by respondent:

Proposal to include the following information: “Community facilities should include, where appropriate, community kitchens, food hubs, educational facilities for food skills, and other infrastructure that enhances local food resilience and social cohesion.”

We would like to see a requirement for community engagement and that such developments are based on a detailed understanding of existing community strengths, assets, needs and challenges. This might be achieved as part of the HIA which includes stakeholder engagement.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

7000 Comment

Document Element: CI5 - CEMETERY AND CREMATORIUM PROVISION

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - A 3” diameter watermain crosses the site.
Wastewater - There are no public sewers close to this site.
Wastewater Treatment Works (WwTW) - N/a

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5121 Comment

Document Element: SP14 - EMPLOYMENT GROWTH

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Jobs: The Council’s 10-year dwelling-led growth option results in a requirement for 4,875 new jobs (325 p/a) over the plan period. This broadly aligns with the projected growth for 5,338 (355 p/a) new jobs in the Employment Land Review (BP12) and as set out in Policy SP14.

The level of employment growth proposed (5,338 jobs) over the plan period is below the target in the currently adopted plan (7,610-10,610 jobs). The lower target is considered by the Council to more accurately reflect the cohort of working aged people in the Vale of Glamorgan and would support a continuation of long-term housing delivery trends that takes into account lower housing growth post-recession and a shorter period of historically high dwelling completions (2016-2021). The Welsh Government does not object to the level of job growth proposed in the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5127 Comment

Document Element: SP14 - EMPLOYMENT GROWTH

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Employment Land
The Council's Employment Land Study (BP12, March 2023) identifies a requirement for 67.80ha of employment land, which includes a 5-year buffer. The requirement is based on rolling forward past trends (over 25 years) and is of a sufficient scale to meet the 5,338 jobs forecast. However, Policy SP14 identifies employment land allocations totalling 182ha, which is an increase of around 114ha above the employment land requirement. The sites that make-up this supply are largely major employment allocations that attract significant regional inward investment at Cardiff Airport and Bro Tathan Enterprise Zone totalling 127.85ha (70%) of the total provision. The Welsh Government does not object to the over-provision of employment land in the plan. The Enterprise Zone designation must be identified and the allocations within it (SP14: 1-3).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5470 Comment

Document Element: SP14 - EMPLOYMENT GROWTH

Respondent: Mr David Entwistle [3264]

Summary:

The strategic transport routes showing access between enterprise zones and culver house cross/M4 are currently inadequate to cope with increased HGV and business vehicle movements. Improvements on the 5 mile lane are a good start but similar work needs to be carried out on other routes. In order to attract high quality business to the area new roading needs to be built allowing high speed access to the M4. HGV's driving along narrow rural 30/40/50mph roads is not acceptable where the Vale is competing against enterprise zones in the other areas of the country with better roading.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6731 Comment

Document Element: SP14 - EMPLOYMENT GROWTH

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP14 Employment Growth: Employment land allocations focus on general industrial and office uses, with no explicit support for food hubs, processing, or logistics facilities
that would enable local food supply chains. Again, in an agricultural county such as the Vale, and given Wales' push for local supply resilience, this is a major opportunity gap.

Change suggested by respondent:

Consider including the following wording: "Employment land allocations should consider the needs of food processing, distribution, and logistics facilities that support local and regional food supply chains." This supports local supply chain development, reduces food miles and provides local employment opportunities, Welsh Government evidence highlights the importance of food processing in local supply resilience.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6968 Comment

Document Element: SP14 - EMPLOYMENT GROWTH

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

We support sustainable economic development, however the LPA and potential developers should be aware that the obligations of a water and sewerage undertaker only extend to the 'domestic' supply part of an employment development (sinks, toilets, kitchen facilities etc). We are not obliged to provide potable water for use in any industrial process. Where an employment development results in higher demands of water supply and/or trade effluent discharge consent, under Section 118 of the Water Industry Act 1991, we recommend and welcome early consultation with developers. The capability of our infrastructure to service future employment allocations will be assessed when the potential demands arising from the developments are known.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4690 Support

Document Element: Land east of Cardiff

Respondent: Amstone Developments Limited [3758]

Agent: Tetra Tech Cardiff

Summary:

Amstone Developments Limited (ADL) support the draft RLDP allocation of the Site within the 'Major Employment Allocation – Land East of Cardiff Airport, Roose'

Change suggested by respondent:

No Change

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swx

4691 Object

Document Element: Land east of Cardiff

Respondent: Amstone Developments Limited [3758]

Agent: Tetra Tech Cardiff

Summary:

Amend Policy SP14 and its supporting text to confirm that the Major Employment Allocation at Land East of Cardiff Airport may accommodate a broad range of employment-generating uses, consistent with the definition of economic development in PPW and TAN 23, and not restricted solely to B1, B2 or B8 uses

Change suggested by respondent:

Amend Policy SP14 and its supporting text to confirm that the Major Employment Allocation at Land East of Cardiff Airport may accommodate a broad range of employment-generating uses, consistent with the definition of economic development in PPW and TAN 23, and not restricted solely to B1, B2 or B8 uses

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swx

5389 Object

Document Element: Land east of Cardiff

Respondent: Emma Reed [2653]

Summary:

Developments at the airport will yet cause more traffic congestion via Weycock Cross. The Airport has poor public transport infrastructure and lots of parking thereby encouraging more car travel.

Change suggested by respondent:

Delete this site until improved road surface and public transport infrastructure is made available.

Sound: No

Attachments: None

5436 Object

Document Element: Land east of Cardiff

Respondent: Mrs Susan Evans [712]

Summary:

There is already an industrial area at St Athan which in not used, had a car factory which then closed in a short period, so this is unnecessary development.

Change suggested by respondent:

Removal of this proposal

Sound: No

Attachments: None

5703 Comment

Document Element: Land east of Cardiff

Respondent: Mr David Entwistle [3264]

Summary:

I support these business developments in principle but fear that they will come before existing road and transport infrastructure is upgraded to cope. There needs to be substantial improvements to transport infrastructure before these sorts of developments are considered. By developing the business zones first the council also risks only attracting low quality businesses to the area as the higher quality businesses will be put off by poor infrastructure and transport links.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6145 Object

Document Element: Land east of Cardiff

Respondent: Mrs Jacky Williams [3343]

Summary:

The current construction of the Vale College Campus will bring much additional traffic flow and delays on an already busy route that experiences significant delays at numerous times during the day. The situation will be exacerbated with the additional provision of industrial units on this site, the potential development at Model Farm and proposed housing developments in Rhoose.
Noting that Cardiff Airport is considered important as an international gateway and essential to Wales' economy, the access route (already not ideal) will be severely compromised and could further jeopardise the airport's future.

Change suggested by respondent:

Improved road links and a greater incorporation of the airport rail link running into the various areas of the village will give people the option to make increased use of public transport and thus help with the traffic volume and flow.

Sound: No

Attachments: None

6666 Comment

Document Element: Land east of Cardiff

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (1) Land east of Cardiff Airport, Rhoose Protected Species and Protected Sites: The site is within close proximity (360m) of Barry Woodlands SSSI and there also appears to be significant potential for the site to support dormouse, GCN, otter and water vole. There are large areas of semi-natural habitats associated with this site including woodland, mature hedgerow and watercourses. These should be retained and significantly buffered from development. Connectivity between the site and the wider environment should also be maintained. It is therefore currently not possible to advise whether the full aspirations of the site could be fulfilled.
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7003 Comment

Document Element: Land east of Cardiff

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - 100mm, 160mm & 300mm diameter watermains crossing the site.
Sewerage - 150mm sewer, 225mm surface water sewer & 250mm diameter pressurised rising main crossing the site. Tredogan Sewage Pumping Station is located within the site, and we would recommend that the LPA discuss the potential allocation with their Environmental Health Department. To avoid the potential for noise or odour nuisance for future occupiers it is strongly recommended that any properties are positioned a minimum of 15 metres away from the asset.
Wastewater Treatment Works (WwTW) - The site is in Cog Moors WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

4500 Object

Document Element: Land south of Port Road

Respondent: Mr Simon Parker [2821]

Summary:

This is not needed.

Change suggested by respondent:

Leave the Model Farm alone

Sound: No

Attachments: None

4680 Object

Document Element: Land south of Port Road

Respondent: Mr Tim Griffiths [2578]

Summary:

yet again building an industrial park on farmland taking away produce producing land and adding to more traffic to an already congested A4226

Change suggested by respondent:

Drop it from the plan

Sound: No

Attachments: None

5104 Object

Document Element: Land south of Port Road

Respondent: Mrs Anne Sloman [668]

Summary:

Model Farm proposed development will change the landscape, destroy habitats, reduce biodiversity, add pressure to roads, cause flooding in Porthkrry Park

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/sz9

5387 Object

Document Element: Land south of Port Road

Respondent: Emma Reed [2653]

Summary:

As this is an allocation the likely traffic generated by it must be included within the calculations for additional housing at Weycock Cross and all sites in Rhoose. The responses to the earlier consultation suggest this is not being done.

Change suggested by respondent:

All RDLP allocations and commitments for development must form part of any transport infrastructure statement to ensure the transport infrastructure plan is sound.

Sound: No

Attachments: None

5411 Object

Document Element: Land south of Port Road

Respondent: Emma Reed [2653]

Summary:

Object to the Model farm development. Some 6000 traffic movements a day! combined with weycock cross readers way other employment land at airport plus a 2000 pupil college. A comprehensive up to date transport assessment is needed to ensure the plan is sound.

Change suggested by respondent:

A transport impact assessment / model is needed for the whole plan and not on a piecemeal basis

Sound: No

Attachments: None

5434 Object

Document Element: Land south of Port Road

Respondent: Mrs Susan Evans [712]

Summary:

This would take farm land that is currently actively farmed. This should not be permitted.
This would also add to the already overburdened traffic on Port Road towards and at Weycock cross.

Change suggested by respondent:

Removal of this proposal.

Sound: No

Attachments: None

5667 Object

Document Element: Land south of Port Road

Respondent: Councillor Samantha Campbell [1002]

Summary:

Cardiff Airport Enterprise Zone, primarily the development at Model Farm, is an unsustainable development and does not work in conjunction with the Wellbeing of Future Generations Act. We must preserving green spaces, especially those in which product crops for food or resale, in order to sustain our local circular economy not create a white elephant industry development.

Change suggested by respondent:

Remove Model Farm from the RLDP.

Sound: No

Attachments: None

5704 Comment

Document Element: Land south of Port Road

Respondent: Mr David Entwistle [3264]

Summary:

I support these business developments in principle but fear that they will come before existing road and transport infrastructure is upgraded to cope. There needs to be substantial improvements to transport infrastructure before these sorts of developments are considered. By developing the business zones first the council also risks only attracting low quality businesses to the area as the higher quality businesses will be put off by poor infrastructure and transport links.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5844 Object

Document Element: Land south of Port Road

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

Object to the rolling forward of Model Farm development with no viability assessment as you requires in order that "the RLDP can satisfy new policy requirements and remain viable and deliverable" (refs. DMM+PPW)
The High Court blocked the first officer-recommended approval, because the non-viability had been concealed; this was one reason for Committee rejection in March'23. To now exempt it from viability assessment deviously ignores the your prescription for rolling forward, which the RLDP team has been unable to justify.
The site had no sustainability/viability assessment for the 2015 LDP, pretending siting in the Enterprise Zone covered it.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

ModelFarm-NoRollIntoRLDP FoE 10Mar'26.doc - https://valeofglamorgan.oc2.uk/a/t76

5854 Object

Document Element: Land south of Port Road

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

We submitted a "comment" but need to ensure it's taken as an objection to rolling forward this development into the RLDP. Exempting it from Site Specific Viability Assessment shows unacceptable bias - evidence shows it's unviable.
Its siting in CA&StAthan EnterpriseZone does not exempt it from sustainable development and viability requirements.
'FutureWales' recognised the EZ as a strategic economic location that complements (but does not replace) the National Growth Area structure. The EZ is not a Growth Area itself, but it supports the NGA's economic role.
The attached document ModelFarm-failsDMMcriteria FoE09Mar'26 gives supporting evidence from DMM and FutureWales.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation - https://valeofglamorgan.oc2.uk/a/t77

5863 Object

Document Element: Land south of Port Road

Respondent: Mr Jeff Smith [3399]

Summary:

Modal farm is prime active farmland this should be maintained to ensure local food production

Change suggested by respondent:

Modal farm is prime active farmland this should be maintained to ensure local food production

Sound: No

Attachments: None

6003 Object

Document Element: Land south of Port Road

Respondent: Councillor Samantha Campbell [1002]

Summary:

Model Farm should not be on this plan. It's an area of significant importance for the local community, wildlife, and the economy as it currently stands. Taking that away for a white elephant of an industrial part would be seriously detrimental to the Vale as a whole, now and for future generations. It would be bring no growth to the area, only extra traffic, pollution, and disruption.

Change suggested by respondent:

Removal from the plans.

Sound: No

Attachments: None

6147 Object

Document Element: Land south of Port Road

Respondent: Mrs Jacky Williams [3343]

Summary:

The potential development at Model Farm will remove a significant amount of green space and bring much additional traffic flow and delays on an already busy route that experiences significant delays at numerous times during the day. The situation will be exacerbated with the current construction of the Vale College Campus, with industrial units on the site, and proposed housing developments in Rhoose.
Noting that Cardiff Airport is considered important as an international gateway and essential to Wales' economy, the access route (already not ideal) will be severely compromised and could further jeopardise the airport's future.

Change suggested by respondent:

Improved road links and a greater incorporation of the airport rail link running into the various areas of the village will give people the option to make increased use of public transport and thus help with the traffic volume and flow.
The 'green wedge' must be preserved.

Sound: No

Attachments: None

6667 Comment

Document Element: Land south of Port Road

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (2) Land south of Port Road (Model Farm), Rhoose
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6759 Support

Document Element: Land south of Port Road

Respondent: Legal and General [1270]

Agent: RPS

Summary:

Our client, Legal and General, fully support the proposed allocation within the Deposit Plan which is to contribute 25% of the RLDP allocated employment land provision.

The 44.75 ha business park is a key component of the St. Athan – Cardiff Airport Enterprise Zone. It aligns perfectly with Planning Policy Wales and Future Wales: The National Plan 2040, which identify this area as a nationally significant economic cluster. The site is already allocated in the current LDP and is proposed as a major employment allocation in the Replacement LDP (RLDP) through 2036.

The project will provide approximately 1.7 million sq. ft of high-quality office, industrial, and warehousing space. This will attract inward investment from knowledge-based and high-tech sectors, creating skilled jobs and training opportunities within the Cardiff Capital Region. As the landowner, Legal and General remains fully committed to delivering this site despite the ongoing appeal process.

The site is a "flagship" location, with strategic connectivity to Cardiff Airport and the Bro Tathan Enterprise Zone, intended to stimulate economic resilience. By collaborating with other users in the Enterprise Zone, this development will consolidate the Vale of Glamorgan's role as a primary driver of growth in South East Wales.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Supporting Evidence - https://valeofglamorgan.oc2.uk/a/37h

6802 Comment

Document Element: Land south of Port Road

Respondent: Barry & Vale Friends of the Earth [708]

Agent: Barry & Vale Friends of the Earth

Summary:

On Model Farm, WW said the developer would have to undertake a sewerage HMA which L&G have been unwilling to progress, doubtless because their Viability Assessment showed the development was uneconomic. Such an HMA may show the need for sewer links across unexplored land, possibly uncovering archaeological constraints, causing delays of several years.

It seems you have not followed Council's Methodology based on the Development Plans Manual to require this developer to reappraise existing LDP site allocations without extant planning permission through the candidate site assessment process.

I don't see that the Employment Land Study indicating (3.1) Model Farm to be a "realistic development proposal" over-rides the DPM guidance on examining viability constraints, so is this decision documented, please ?

Change suggested by respondent:

We'd ask that you consider the above omissions, deem that a firm Statement of Common Ground with DCWW similar to that of 2015 is required at this stage, and issue amendments to this draft RLDP to cover them.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/38k

6870 Object

Document Element: Land south of Port Road

Respondent: The Stevens Family [2390]

Agent: Boyer Planning

Summary:

A summary of our main representations are as follows: - The Stevens Family question the need for Model Farm to be included in the provision for 182 net ha of employment land for the requirement of 67.8 ha under Policy SP14. If the rollover allocation at Model Farm (Policy SP14(2)) was removed, then the provision would still allow for nearly doubling the projected employment land needs.
- Significant concern is raised regarding the 'rollover' Land South of Port Road, Rhoose (Model Farm) Employment Allocation (as part of SP14: Employment Growth) as deliverability is not sufficiently demonstrated by the Council and Representors. Currently there is significant ambiguity regarding the actual delivery, contrary to the Welsh Government's Development Plans Manual (DPM) Edition 3 requirements.
- The proposed Model Farm allocation is currently subject to an Appeal, having had the previous planning applications quashed by the High Court.
- It is inappropriate to allocate an employment site which has been proven to be unviable through detailed independent assessment which predicted a loss of £10,405,000 before interest, or £34,508,455M if interest costs were payable at 5%.
- Supporting evidence confirms that whilst the Representors suggest they remain committed, there is a huge contradiction as they also suggest that they are taking a "long-term view" about when the scheme might come forward.
- Serious questions are raised in terms of the employment demand and delivery for a 161,834 sqm floorspace development considering the current available space, low uptake over the last decade and availability of more attractive and better connected alternatives.
- When assessed against the Tests of Soundness CE2 & CE3, Policy SP14(2) fails to adequately justify Model Farm's continued inclusion in the Deposit Plan.
- There are a number of technical constraints which have not been addressed sufficiently via the planning application process, and these simply cannot be left to roll forward to the Local Development Plan.

Change suggested by respondent:

It is considered that the Model Farm (Policy SP14(2)) Employment allocation should not be rolled forward into the Replacement LDP, and rather it would be more appropriate to de-allocate for sites with much more certainty.

Sound: No

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3vm

7004 Comment

Document Element: Land south of Port Road

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - 4" & 9" diameter watermains crossing the site.
Sewerage - 375mm diameter foul sewer, and a 100mm diameter pressurised rising main sewer crossing the site.
Wastewater Treatment Works (WwTW) - The site is in Cog Moors WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5186 Support

Document Element: Bro Tathan Aerospace and

Respondent: Welsh Government (Economy, Treasury and Constitution Group - Property Infrastructure) [1213]
Agent: CarneySweeney

Summary:

We write to support Policy SP14 'EMPLOYMENT GROWTH' and in particular to the Policy's allocation of Bro Tathan Business Park.

We note and welcome that the policy allocates additional land at the Business Park compared to the Preferred Strategy consultation document. The Bro Tathan Business Park has the ability to cater for general employment demands, but also has very significant potential to cater for highly specialised/niche employers which require air-side facilities and/or very large single site opportunities.

We note that the Employment Land Study identifies 66.7 hectares of net developable land at Bro Tathan, which we understand reflects areas with planning permission and an application currently pending determination at the eastern zone. While we believe that, depending on tenant/developer demand, Bro Tathan Business Park could accommodate additional development in the Plan period, we note that the whole site is protected as an existing employment site under Policy EMP3 (4). As such, any further development would be able to be determined on its merits and considered to be in accordance with the Development Plan in principle. We consider, therefore, that the Plan accommodates sufficient flexibility to meet changing requirements which could potentially exceed 66.7 hectares at Bro Tathan Business Park.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form Redacted - https://valeofglamorgan.oc2.uk/a/syy

5187 Comment

Document Element: Bro Tathan Aerospace and

Respondent: Welsh Government (Economy, Treasury and Constitution Group - Property Infrastructure) [1213]
Agent: CarneySweeney

Summary:

Given the Welsh Government's objectives for the site to cater for general employment demands (including specialised/niche employers, operators requiring air-side facilities and inward investors seeking a very large single site opportunity), we consider the policy should refer to “Bro Tathan Business Park” rather than “Bro Tathan Aerospace and Business Park

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form Redacted - https://valeofglamorgan.oc2.uk/a/syy

5705 Support

Document Element: Bro Tathan Aerospace and

Respondent: Mr David Entwistle [3264]

Summary:

I support these business developments in principle but fear that they will come before existing road and transport infrastructure is upgraded to cope. There needs to be substantial improvements to transport infrastructure before these sorts of developments are considered. By developing the business zones first the council also risks only attracting low quality businesses to the area as the higher quality businesses will be put off by poor infrastructure and transport links.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6353 Object

Document Element: Bro Tathan Aerospace and

Respondent: Mr Reinie Adamson [3553]

Summary:

Proposed 1400 homes East Camp St Athan air base - site now VOG owned. Object strongly as many locals do demolition of 1) First Class condition - 400 seats purpose built cinema 2) 400 seat purpose built purpose built cinema Olympic size X standard pool 3) 2 sports hall X track of Olympic standard first class order. 4) 2 medical centre purpose built first condition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

3553 Adamson Bro Tathan (6353)_Redacted.pdf - https://valeofglamorgan.oc2.uk/a/txk

6668 Comment

Document Element: Bro Tathan Aerospace and

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (3) Bro Tathan Aerospace and Business Park
Protected Species: The site is located within an important area for GCN and dormice. As mentioned, this area would benefit from spatial planning of biodiversity provision at a greater scale to better inform allocation.
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7005 Comment

Document Element: Bro Tathan Aerospace and

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - 90mm diameter watermain crosses the site.
Sewerage - 150mm & 300mm diameter foul sewers, and 100mm & 125mm pressurised rising main sewers crossing the site.
Wastewater Treatment Works (WwTW) - The site is between Llantwit Major & West Aberthaw WwTW catchments.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5033 Object

Document Element: Land to the South of

Respondent: Hannah Elward [3090]

Summary:

Local infrastructure is already under considerable strain. Roads around the motorway junction experience congestion, particularly at peak times. Additional development would exacerbate traffic pressures, increase pollution, and heighten safety risks. There is no clear evidence that supporting infrastructure—roads, schools, healthcare, drainage, and utilities—can accommodate further demand without significant and disruptive upgrades.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5706 Support

Document Element: Land to the South of

Respondent: Mr David Entwistle [3264]

Summary:

I support these business developments in principle but fear that they will come before existing road and transport infrastructure is upgraded to cope. There needs to be substantial improvements to transport infrastructure before these sorts of developments are considered. By developing the business zones first the council also risks only attracting low quality businesses to the area as the higher quality businesses will be put off by poor infrastructure and transport links.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6564 Support

Document Element: Land to the South of

Respondent: Renishaw Plc [1277]

Agent: Turley

Summary:

Renishaw Plc supports the retention of the Junction 34 (Hensol) allocation under Policy SP14.4, noting the rarity of well-connected, high-quality industrial sites. Phase 1 of the site has outline planning permission for up to 151,060.99 sqm of industrial space, a hotel/residential training centre, ancillary uses, and extensive infrastructure, with the first phase completed providing 400,000 sqft of space occupied by Renishaw. The site remains deliverable.

Future phases (Areas B, C, and D) are expected to provide over 1,000,000 sq ft of employment space, potentially creating 2,000 operational and 1,000 construction jobs, contributing significantly to regional sustainable growth.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3sh
Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3td

6669 Comment

Document Element: Land to the South of

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (4) Land to the South of Junction 34 of the M4, Hensol
Protected Sites: The site is located directly adjacent to Ely Valley SSSI. Given the biodiversity interest at the site, previous applications at the site include planning commitments to conserve and enhance grasslands habitats on the site. These commitments have not yet materialised and the requirement for these provisions should be noted within the LDP.
Flood Risk: The site is located partially within Flood Zone 3 for Sea. We advise that an FCA will be required at project level to determine any flood risk implications at the site.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7006 Comment

Document Element: Land to the South of

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - 450mm diameter watermain crossing the site.
Sewerage - 750mm diameter foul sewer crossing the site.
Wastewater Treatment Works (WwTW) - The site is in Coslech WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7007 Comment

Document Element: Atlantic Trading Estate,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - No watermains crossing the site.
Sewerage - North parcel – 375mm, 1050mm diameter foul sewers, and Combined Sewer Overflow and 825mm diameter outfall pipe crossing the site. South parcel – 150mm diameter foul sewer crossing the site.
Wastewater Treatment Works (WwTW) - The site is in Cog Moors WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6671 Comment

Document Element: Windmill Park, Hayes Road,

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (6) Windmill Park, Hayes Road, Barry
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination. The site is located over a principal aquifer. Any development would need to consider the hydrological setting of the site and vulnerability of pollution.
Flood Risk: The site is located partially within Flood Zone 3 for Sea. We advise that an FCA will be required at project level to determine any flood risk implications at the site.
Marine: An adjacent watercourse forms a hydrological link to the Severn Estuary EMS. A HRA at project level will therefore be required.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7008 Comment

Document Element: Windmill Park, Hayes Road,

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - No watermains crossing the site.
Sewerage - 225mm diameter foul sewer crossing the site. Wastewater Treatment Works (WwTW) - The site is in Cog Moors WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6672 Comment

Document Element: Vale Business Park, Llandow

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (7) Vale Business Park, Llandow
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7009 Comment

Document Element: Vale Business Park, Llandow

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - No watermains crossing the site.
Sewerage - There are no public sewers close to this site.
Wastewater Treatment Works (WwTW) - N/a.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

6673 Comment

Document Element: Land at Llandow Trading

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (8) Land at Llandow Trading Estate
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7010 Comment

Document Element: Land at Llandow Trading

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - 160mm diameter watermain crossing the site.
Sewerage - There are no public sewers close to this site.
Wastewater Treatment Works (WwTW) - N/a.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5394 Object

Document Element: Former Aberthaw Power Station

Respondent: Emma Reed [2653]

Summary:

Lack of detail of traffic implications when combined with other committed and proposed developments in the area. A full proper impact assessment is needed as of 2025 not done in 2022 as outdated by COVID.

Change suggested by respondent:

More detail is needed on the transport implications of this large employment site. The likely traffic generation needs to be added to other developments in the area including land at Readers Way and Weycock Cross.

Sound: No

Attachments: None

5437 Comment

Document Element: Former Aberthaw Power Station

Respondent: Mrs Susan Evans [712]

Summary:

There is insufficient detail of the impact of this proposal on the local SSI and highway network which is already overburdened in the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5708 Support

Document Element: Former Aberthaw Power Station

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy strongly supports Policy EMP1 and the designation of the former Aberthaw Power Station as a Green Energy, Employment and Innovation Park. The redevelopment will create a regionally significant hub for renewable and low-carbon energy, zero-carbon manufacturing, and innovation, delivering high-quality skilled jobs, training, and education opportunities. The proposals integrate sustainable land use, biodiversity enhancements, green infrastructure, flood risk mitigation, and support the circular economy. Phased development, masterplanning, and stakeholder engagement ensure a comprehensive approach, safeguarding adjacent communities and the East Aberthaw Coast SSSI, while maximising sustainable transport connections and contributing significantly to decarbonisation and the Vale's green economy.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5785 Support

Document Element: Former Aberthaw Power Station

Respondent: Mrs Gail kirkham [1596]

Summary:

Much needed. An eyesore at the moment.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6004 Comment

Document Element: Former Aberthaw Power Station

Respondent: Councillor Samantha Campbell [1002]

Summary:

Clarification needs to be sourced on the future of this development as to key players in the future investment, and stakeholders as it is now visible currently.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6648 Object

Document Element: Former Aberthaw Power Station

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

EMP1 – Employment Regeneration Opportunity Areas
We note that the Former Aberthaw Power Station has been identified as an employment regeneration opportunity area. There are otter and water vole records on the site and we are aware of GCN records within the local area. We would advise against the inclusion of the Aberthaw Nature Reserve within the allocation and advise that any application on the site would need to be supported by up-to-date ecological survey information and appropriate conservation measures. Given the nature of the site, future applications will also need to be supported by appropriate land contamination investigations

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6823 Object

Document Element: Former Aberthaw Power Station

Respondent: National Grid Electricity Transmission (Planning Enquiries) [582]

Summary:

A significant number of NGET assets – including substations – fall within Employment Opportunity Area 1.

NGET do not consider that proposals of EMP1 are necessarily in conflict with these assets and are keen to ensure development is able to come forward even where its assets are present within or adjacent to an allocation. However, it is critical that the presence of these assets is suitably addressed within the supporting policy wording if Policy EMP1 is to be considered effective as otherwise the presence of NGET assets without appropriate acknowledgement will amount to significant constraints on site delivery. In particular, the electrical substations require 24/7 access including for 'abnormal indivisible loads' (AIL) and the land immediately surrounding them is also critical to their safe and secure functioning and to accommodate any change in future requirements which may arise.

It is acknowledged that, as part of masterplanning principles set out at 6.281, the policy already makes mention of existing infrastructure assets within the site and a need for a site layout to be developed that considers the sites existing infrastructure (including electrical substations) however we consider that the policy needs to go further and acknowledge the wider range of NGET assets that are within the site as well as more clearly establish how any future development needs to respond to the presence of NGET assets within the site. With this in mind, we propose the following wording, or wording to similar effect which directly references the full range of NGET assets and specific design guide and principles be added to the list of masterplanning principles as a separate point:

"Development will include a strategy for responding to the NGET Substations, Overhead and Underground Cable Routes present within the site which demonstrates how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design."

Without appropriate acknowledgement of the NGET assets present within the sites, Policy EMP1 should not be considered effective as it cannot be delivered as proposed; unencumbered by the constraints posed by the presence of NGET infrastructure. As such, NGET object to the policy as currently drafted.

Change suggested by respondent:

We propose the following wording, or wording to similar effect which directly references the full range of NGET assets and specific design guide and principles be added to the list of masterplanning principles as a separate point:

"Development will include a strategy for responding to the NGET Substations, Overhead and Underground Cable Routes present within the site which demonstrates how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design."

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3hb

7011 Comment

Document Element: Former Aberthaw Power Station

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The allocation covers a substantial area of land and there are numerous existing assets crossing the area.
Sewerage - The allocation covers a substantial area of land and there are numerous existing assets crossing the area.
Wastewater Treatment Works (WwTW0 - The site is between East Aberthaw & West Aberthaw WwTW catchments.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5551 Object

Document Element: Land at the Port of Barry

Respondent: Mr Corrado Ruta [2774]

Summary:

I object to the proposed development of the area east of Sully Moors because it goes against the Objective 1 - Mitigating and Adapting to Climate Change as the area is in a flood plain and regularly gets flooded during/after heavy rainfalls.
It also goes against Objective 5 – Protecting and Enhancing the Natural Environment and Objective 2 - Improving Mental and Physical Health and Well-being because the area is part of Sully heritage rural setting and crossed by a public right of way for local walkers.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5786 Support

Document Element: Land at the Port of Barry

Respondent: Mrs Gail kirkham [1596]

Summary:

Excellent proposal

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5880 Object

Document Element: Land at the Port of Barry

Respondent: Mrs Elizabeth Rudman [3410]

Summary:

Will increase conjestion along port road

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6234 Comment

Document Element: Land at the Port of Barry

Respondent: Associated British Ports (Mr Will Ryan, Land & Planning Manager) [2477]

Summary:

Paragraph 6.283 should be amended to update the current position with ABP's Masterplanning intentions.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

7012 Comment

Document Element: Land at the Port of Barry

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

Water Supply - The allocation covers a substantial area of land and there are numerous existing assets crossing the area.
Sewerage - The allocation covers a substantial area of land and there are numerous existing assets crossing the area.
Wastewater Treatment Works (WwTW) -The site is in Cog Moors WwTW catchment.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5784 Support

Document Element: EMP2 - MOD ST ATHAN

Respondent: Mrs Gail kirkham [1596]

Summary:

MOD St Athan is the obvious place for further development in this area. So much brown field land to develop and provide much needed employment in the area. I support.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6684 Comment

Document Element: EMP2 - MOD ST ATHAN

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Advice should be sought from Counter Terrorism Wales and Designing Out Crime officers where redevelopment of/ adjacent to MOD St Athan is planned.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6700 Comment

Document Element: EMP2 - MOD ST ATHAN

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

The MOD notes and welcomes the intentions of Policy EMP2: MOD ST ATHAN. However, it is recommended that additional wording is added to make clear that this policy relates to the safeguarded MOD technical site.

Tall or narrow profile structures such as masts or flue stacks with a height of 50m or greater above ground level may introduce obstruction hazards to low flying military aircraft using the UK military low flying system.

Change suggested by respondent:

It is recommended that wording is updated as follows “New development within or adjoining MOD St Athan and the safeguarded MOD technical site that is demonstrated to be required for operational defence and security purposes, and helps enhance or sustain their operational capability, will be supported in principle. Proposals for non-military or non-defence related development within or in the areas around MOD St Athan, or the safeguarded MOD technical site will not be supported where it would adversely affect military operations or capability, unless it can be demonstrated that there is no longer a defence or military need for the site.”

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

5191 Comment

Document Element: EMP3 - PROTECTION OF EXISTING EMPLOYMENT SITES AND PREMISES

Respondent: Welsh Government (Economy, Treasury and Constitution Group - Property Infrastructure) [1213]

Agent: CarneySweeney

Summary:

We write to comment and seek amendments to Policy EMP3 'PROTECTION OF EXISTING EMPLOYMENT SITES AND PREMISES'.

We note that while the the title of Policy EMP3 refers to 'existing employment sites and premises', it is clear form the text of the policy that it also applies to 'Major Employment Sites'. The Proposals Map identifies 'existing employment' and 'major employment' sites separately and with different boundaries, such that 'major employment' sites includes land which is not an existing employment location (eg land at Bro Tathan North as well as land at Cardiff Airport).

In order to avoid any confusion regarding the application of Policy EMP3, we believe it should be re-named 'PROTECTION OF ALLOCATED AND EXISTING EMPLOYMENT SITES AND PREMISES'.

Finally, given the Welsh Government's objectives for the site to cater for general employment demands (including specialised/niche employers, operators requiring air-side facilities and inward investors seeking a very large single site opportunity), we consider the policy should refer to “Bro Tathan Business Park” rather than “Bro Tathan Aerospace and Business Park”.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/spr

7181 Object

Document Element: EMP3 - PROTECTION OF EXISTING EMPLOYMENT SITES AND PREMISES

Respondent: Cadoc Castle Land Developments LTD [2261]

Agent: Geraint John Planning Ltd

Summary:

In light of the candidate site submission made by the site promoter, it is considered that the site should be considered acceptable and appropriate as an employment site allocation.
It is considered that the site should be re-allocated as an employment site, given that the previous concerns regarding deliverability have been overcome (as evidenced in the candidate site submission). As a result, it is considered that the site should be identified within the Policy EMP3.
It is considered that the Plan has failed to follow the evidence base that has been undertaken for the Plan preparation process – given that the settlement boundary has not been redrawn around the site in accordance with the recommendations of the Employment Supplementary Paper (2025). This is contrary to the provisions of the Development Plans Manual. Accordingly, notwithstanding the proposed re-allocation of the site, in any event, it should be the case that the site is included within the settlement boundary, which would then follow the recommendations of the evidence base which should inform the Deposit Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3ms
Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3m3

6236 Support

Document Element: Operational Port, Barry

Respondent: Associated British Ports (Mr Will Ryan, Land & Planning Manager) [2477]

Summary:

ABP fully supports this policy and looks forward to working constructively alongside VoGC and other key stakeholders to realise the opportunities that the Port of Barry can deliver for the town, the Vale of Glamorgan and the Wales economies.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5709 Object

Document Element: The Chemical Complex, Barry

Respondent: Mr David Entwistle [3264]

Summary:

This site is very large and I think it unrealistic to expect the whole site to be filled in the future by business usage. Some of this site could be put forward as a housing development site to avoid housing developments being built on Greenfield land.

Change suggested by respondent:

I think protecting this site purely for business use is unrealistic and not the most efficient use of brownfield sites. It is a large site and rather than potentially sitting empty for years to come should be put forward as a brownfield site for potential housing development alleviating more pressing housing problems.

Sound: No

Attachments: None

5916 Object

Document Element: Cardiff Airport Business

Respondent: Emma Reed [2653]

Summary:

Development of the readers way site could curtail the development of the airport as there will be more houses to object to operations on the airport site due to noise and no control over BAMC opening their doors and testing engines. Likely increased flooding too from the airport runways,

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5258 Support

Document Element: Bro Tathan Aerospace

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

We also note that Site ID 424 sits partially within the Llantwit Major boundary and is appropriate for employment

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6566 Support

Document Element: Renishaw, Junction 34, M4

Respondent: Renishaw Plc [1277]

Agent: Turley

Summary:

Renishaw Plc support the continued allocation of the current Renishaw premises as an existing Major Employment Site under Policy EMP3.6 – Renishaw, Junction 34, M4.

The allocation of the Renishaw site recognises the importance of the established employment site for the local economy. Renishaw continue to represent an important local employer, who provide high quality, skilled and specialist employment opportunities for the local population.

The continued safeguarding of the site for B1, B2 and B8 uses is therefore supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3sh

Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3td

6670 Comment

Document Element: Atlantic Trading Estate, Barry

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

SP14 (5) Atlantic Trading Estate, Barry
Land Contamination: Given previous land use at site, a Preliminary Risk Assessment would be required at planning application stage to determine risk of land contamination. The site is located over a principal aquifer. Any development would need to consider the hydrological setting of the site and vulnerability of pollution.
Marine: An adjacent watercourse forms a hydrological link to the Severn Estuary EMS. A HRA at project level will therefore be required.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

4692 Object

Document Element: EMP4 - NON-EMPLOYMENT PROPOSALS ON EXISTING EMPLOYMENT AREAS AND PREMISES

Respondent: Amstone Developments Limited [3758]

Agent: Tetra Tech Cardiff

Summary:

Policy EMP4
Clarify the definition of “non-employment proposals” so that non-B1/B2/B8 uses capable of generating employment are properly treated as “employment uses”. Remove -duplicated criteria already controlled via other policies

Modification- Supporting Text
Update the supporting text to acknowledge that employment allocations within the Enterprise Zone should support a flexible mix of economic uses reflecting the national policy position in PPW, TAN 23 and Future Wales

Change suggested by respondent:

Policy EMP4
Clarify the definition of “non-employment proposals” so that non-B1/B2/B8 uses capable of generating employment are properly treated as “employment uses”. Remove -duplicated criteria already controlled via other policies

Modification- Supporting Text
Update the supporting text to acknowledge that employment allocations within the Enterprise Zone should support a flexible mix of economic uses reflecting the national policy position in PPW, TAN 23 and Future Wales

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/swx

5192 Comment

Document Element: EMP4 - NON-EMPLOYMENT PROPOSALS ON EXISTING EMPLOYMENT AREAS AND PREMISES

Respondent: Welsh Government (Economy, Treasury and Constitution Group - Property Infrastructure) [1213]

Agent: CarneySweeney

Summary:

We write to comment and seek amendments to Policy EMP4 'NON-EMPLOYMENT PROPOSALS ON EXISTING EMPLOYMENT AREAS AND PREMISES'

We note that while the the title of Policy EMP4 refers to 'existing employment areas and premises', it is clear form the text of the policy that it also applies to 'Major Employment Sites'. The Proposals Map identifies 'existing employment' and 'major employment' sites separately and with different boundaries, such that 'major employment' sites includes land which is not an existing employment location (eg land at Bro Tathan North as well as land at Cardiff Airport).

In order to avoid any confusion regarding the application of Policy EMP3, we believe it should be re-named 'NON-EMPLOYMENT PROPOSALS ON ALLOCATED AND EXISTING EMPLOYMENT AREAS AND PREMISES'.

Furthermore, the opening paragraph of text to Policy EMP4 cross refers to Policy EMP2: 'Development proposals on existing employment sites and premises identified in Policy EMP2 will be subject to the following restrictions:...' Policy EMP2 relates to MOD St Athan. We believe this cross reference should be to Policy EMP3.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form Redacted - https://valeofglamorgan.oc2.uk/a/spt

6239 Object

Document Element: EMP4 - NON-EMPLOYMENT PROPOSALS ON EXISTING EMPLOYMENT AREAS AND PREMISES

Respondent: Associated British Ports (Mr Will Ryan, Land & Planning Manager) [2477]

Summary:

ABP objects to this policy. It is overly restrictive in respect of the Use Classes set out (B1, B2 and B8).

With regards to Port land, and other employment land, many of the proposed and promoted uses within the RLDP are associated with a suis generis use, including renewable energy and sustainable development opportunities. These do not necessarily fit neatly into the stated use classes, and the text of this policy, as drafted, suggests that those uses would not be compliant. This is an unintended consequence of an effort to limit other types of uses within employment land (eg. retail).

Change suggested by respondent:

It is suggested that the text is amended as suggested:

Non B1, B2 and B8 and suis generis uses will be restricted to ancillary services or facilities associated with an existing or proposed employment use that would serve employees on the wider employment site where:

Sound: Yes

Attachments: None

6565 Support

Document Element: EMP4 - NON-EMPLOYMENT PROPOSALS ON EXISTING EMPLOYMENT AREAS AND PREMISES

Respondent: Renishaw Plc [1277]

Agent: Turley

Summary:

General support is given to Policy EMP4 which seeks to restrict the development of non-B1, B2 and B8 uses to ancillary services and facilities associated with an existing or proposed employment use.

However, the Policy should provide greater flexibility to allow for appropriate employment generating proposals which complement the existing uses and which may not clearly fall within the B1, B2 and B8 use class. This flexibility is essential in order to allow the sites to respond to changing market demand and emerging markets.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - https://valeofglamorgan.oc2.uk/a/3sh
Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3td

6154 Object

Document Element: EMP6 - NEW RURAL DIVERSIFICATION AND EMPLOYMENT USES IN THE COUNTRYSIDE

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G welcome the Council's recognition of supporting a vibrant countryside, including local employment, farming, and rural businesses, as outlined in policy EMP3. We suggest emphasising the importance of Wales' self-sufficiency through land-based food production in Wales. Policies SP5 and EMP6 should promote farm diversification aligned with the Sustainable Farming Scheme, encouraging smaller-scale farms that produce high food and employment yields. Given the decline in UK sheep farming, horticulture should be acknowledged as a significant rural employer, with diversification and innovative farming methods central to this policy.

Change suggested by respondent:

Reference to horticulture and farm diversification employment is needed.

Sound: No

Attachments: None

6724 Comment

Document Element: EMP6 - NEW RURAL DIVERSIFICATION AND EMPLOYMENT USES IN THE COUNTRYSIDE

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

EMP6 Rural diversification: The plan frames food production predominantly as a community activity rather than recognising its commercial, economic, and supply
chain potential. This limits opportunities for climate-resilient rural economies in a county with such a rural character as the Vale. Policy supports general rural business diversification but does not explicitly enable
agro-ecological practices, local food processing, CSA (community-supported agriculture), or other sustainable farming models. Proposal that the plan should explicitly support sustainable, commercially viable local food enterprises as legitimate rural employment uses.

Change suggested by respondent:

Include the following wording: “Rural diversification
proposals that support agro-ecological farming, sustainable local food production, community-supported agriculture, and short supply chain enterprises will be supported where compatible with landscape and environmental considerations.”

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

5864 Support

Document Element: SP15 - SUSTAINABLE TOURISM

Respondent: Mr Jeff Smith [3399]

Summary:

Need to rapidly improve water quality in the area as this is having an impact of events

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6685 Comment

Document Element: SP15 - SUSTAINABLE TOURISM

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Designing Out Crime Officers advice and advice in respect of Crowded Places to be sought at the pre planning state of any event.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

5399 Object

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Emma Reed [2653]

Summary:

This Policy should set a target for reducing the need to travel as well as a modal split target for every development site. At the moment the plan has words and lots of unsustainable development which will add to the global energy crisis.

Change suggested by respondent:

Transport Modal split targets for new developments.

Protecting land from development where crops have been grown. This would include 1 2 and 3 a b and c.

Sound: No

Attachments: None

5710 Support

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Cardiff Capital Region Energy (Mr Phil Nightingale, Project Delivery Director) [2736]

Summary:

CCR Energy welcomes the emphasis within SP16 on climate change mitigation and adaptation, including consideration of flood risk at the former Aberthaw Power Station. The proposed redevelopment of the site as the Cardiff Capital Region Aberthaw Green Energy Park will incorporate comprehensive Flood Consequence Assessments and appropriate mitigation measures to ensure safe, resilient development. By integrating sustainable drainage systems, green infrastructure, and regenerative design principles, the proposals will address tidal and fluvial flood risk, support climate resilience, and contribute to the Vale of Glamorgan's broader zero-carbon and environmental objectives, demonstrating exemplar practice in sustainable redevelopment of previously developed land.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5711 Comment

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Mr David Entwistle [3264]

Summary:

I support his in principle but feel many areas within the proposed LDP do not align with this policy. Many new housing developments proposed are on Greenfield sites in poor locations and will place heavy reliance on private vehicle use and associated contributions to climate change.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5873 Support

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Mr Jonathan Davies [3407]

Summary:

I fully support the ambition of VoGC to address, mitigate and adapt to anthropogenic climate change.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6044 Object

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP16 requires all development proposals to address climate change causes, but it is impractical to meet all these requirements at the outline planning stage. Some information can only be provided at the detailed stage. Certain requirements, such as optimising energy supply and district heat networks, may be unachievable in many new residential developments. Furthermore, care needs to be taken to ensure that any additional decarbonisation policy aspirations, especially for affordable housing-led schemes, are carefully considered in terms of overall viability.

Change suggested by respondent:

The wording of Policy SP16 must therefore be amended to acknowledge that the above list will apply to “All development proposals, where possible...”

The term “maximising” should also be removed entirely from Policy SP16 as the term is imprecise. Proposals should be encouraged to be efficient but to require demonstration of maximisation could also lead to viability issues.

The proposed amendments will ensure that Policy SP16 will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6079 Object

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy SP16 requires all development proposals to address climate change causes, but it is impractical to meet all these requirements at the outline planning stage. Some information can only be provided at the detailed stage. Certain requirements, such as optimising energy supply and district heat networks, may be unachievable in many new residential developments. Furthermore, care needs to be taken to ensure that any additional decarbonisation policy aspirations, especially for affordable housing-led schemes, are carefully considered in terms of overall viability.

Change suggested by respondent:

The wording of Policy SP16 must therefore be amended to acknowledge that the above list will apply to “All development proposals, where possible...”

The term “maximising” should also be removed entirely from Policy SP16 as the term is imprecise. Proposals should be encouraged to be efficient but to require demonstration of maximisation could also lead to viability issues.

The proposed amendment will ensure that Policy SP16 will meet the third test of soundness (Will the Plan deliver?).

Sound: No

Attachments: None

6162 Object

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G note the Vale’s recognition of the climate crisis, with a focus on mitigation over adaptation in the draft plan. More focus on adaption is needed. We suggest emphasising community-scale actions such as community gardens, orchards, local food growing, green spaces, repair hubs, and tree planting for biodiversity and shading. The circular economy should include biological nutrients and community resource recovery. Green infrastructure should be multifunctional, incorporating community-managed green spaces with high biodiversity and food production. Nature-based solutions should also address social heat stress and mental health, beyond water management, by including urban gardens and permeable surfaces.

Change suggested by respondent:

encouragement for community focussed initiatives that mitigate and help adapt to climate change.

Sound: No

Attachments: None

6733 Comment

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP16 Climate change: this policy addresses migration and adaptation but omits food systems. It also does not recognise the emissions reductions from local food
production, short supply chains or sustainable farming practices.

Change suggested by respondent:

Consider including the following wording: “Development proposals should encourage short supply chains, low-carbon farming methods, and local food production where feasible, in order to support climate change mitigation and adaptation objectives.”

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6941 Support

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under SP16.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

6969 Support

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

We are supportive of this policy as the protection of water resources are key in ensuring we maintain a safe, healthy and reliable water supply. Incorporating water efficiency measures into developments will help minimise adverse impacts on localised and wider water supply networks including the quality of water resources.
We are also pleased that the policy includes particular emphasis on the importance of sustainable urban drainage systems (SuDS), in conjunction with Schedule 3 of the Flood and Water Management Act 2010. The tackling of surface water at source is a vital component of sustainable development and will mitigate against overloaded sewers which can ultimately lead to flooding. Disposing of surface water in a sustainable manner by ensuring that it does not communicate with the public sewerage network, including rainwater harvesting systems, protects the environment and assists in ensuring that there is sufficient capacity in the public sewerage network for foul-only flows from development sites.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7198 Support

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The provisions of SP16 are generally supported as practical measures to ensure important sustainable development is achieved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7227 Object

Document Element: SP16 - CLIMATE CHANGE MITIGATION AND ADAPTATION

Respondent: Ms Lynne Squires [3520]

Summary:

I am concerned that, as drafted, the Plan does not provide enough evidence or practical measures to ensure new development is sustainable and climate resilient. The RLDP is not fully justified, effective, or consistent with national policy on climate change and sustainability.
Key gaps include alignment with carbon reduction targets, enforceable delivery of low carbon travel, energy-efficient homes, sustainable drainage, and climate-resilient
infrastructure.
Without clear policies and enforceable commitments on low-carbon travel, energy-efficient homes, sustainable drainage, and climate-resilient infrastructure, the Plan risks harming both the environment and the wellbeing of communities.
I am worried that the Plan relies too much on people walking, cycling, or using public transport without clear plans to make this happen.
There is also little information on whether new homes will be energy-efficient or if systems to manage rainfall and reduce flooding (like sustainable drainage) will be properly installed and maintained.
I want to see clear, practical measures to make low-carbon travel, energy-efficient homes, and safe drainage a reality.
The Plan does not clearly show how new developments or existing infrastructure will be designed to cope with the risks of extreme weather events.
I would like to have assurance that any buildings, roads, drainage, and community facilities will be climate-resilient and protect people's health and safety.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/twp
Representation Form Annex - Redacted - https://valeofglamorgan.oc2.uk/a/twq

4623 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Mr David Barton [2683]

Summary:

Traditional Architecture has the greatest ability to combat the Climate Crisis through embodied carbon.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4625 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Mr David Barton [2683]

Summary:

Fine but must harness TA with appropriate retrofitting done discreetly.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5400 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Emma Reed [2653]

Summary:

Policy is pointless if the developments are located in the wrong areas as the need to travel will far outweigh any net zero houses.

Change suggested by respondent:

Developments need to be located in the main settlements so that the need to travel is reduced for everyday activities such as going to comprehensive school/

Sound: No

Attachments: None

5712 Support

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Mr David Entwistle [3264]

Summary:

I support this policy but do question why such a long period for the initial space heating demand requirements and energy use requirements. The council should be pushing for the higher efficiency standards immediately rather than up until 2030. It feels like the council is deliberately giving housing developers an opportunity to increase profits and build cheaper less efficient housing by having these dates knowing the vast majority of new housing within the plan is likely to be delivered before 2030.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5762 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Professor Andrew Vincent [920]

Summary:

Net zero building techniques would be a wonderful thing, but have Planning had anything but "vague promises" from Building firms? Are there statutory teeth to deal with defaulting behavior? From everything I have read recently about about such firms in the UK, compared to Europe, there can be a deep reluctance to engage in net zero building techniques. It is seen to eat into their profits. I am sure promises might be made but (as in the recent Barry waterfront developments) unfulfilled promises (and contracts) from such firms often limp along into long expensive legal cases.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5874 Support

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Mr Jonathan Davies [3407]

Summary:

I fully support the ambition of VoGC to address, mitigate and adapt to anthropogenic climate change by applying demand-based metrics to reduce carbon emissions from the built environment. Monmouthshire County Council are advancing similar proposals to Inspection this summer and multiple LAs in England have successfully introduced similar targets, defining space heating demand (SHD) and energy use intensity (EUI) targets as scientifically robust metrics that align with best practice for achieving Net Zero emissions. It has been exhaustively demonstrated that better performing buildings, those with improved (reduced) SHD and EUI, more economically achieve operational Net Zero than those delivered to business as usual (BAU) and deliver considerable lifecycle cost savings for occupants. The Building Regulations methodology through the standard assessment procedure (SAP) is deeply flawed and inconsistent with efficiently or effectively achieving Net Zero (as the 2021 report for the Department for Business, Energy and Industrial Strategy "Making SAP and RdSAP 11 fit for Net Zero" concluded) and the replacement Home Energy Model (HEM) has not been demonstrated to be any better aligned. In the context of the declared Climate Emergency, action by the Senedd and Westminster is not moving fast enough to deliver our legal commitments to decarbonise.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5963 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: HBF (Mr Mark Harris) [538]

Summary:

Delete the policy and instead allow Building Regulations to set the way homes are constructed and their energy efficiency through Part L & F.

If the policy is not fully removed, amend it to remove the energy use intensity element.

New higher Building Regulation standards will be published before this plan's adoption, so they will apply to many of the homes delivered by the plan.

Change suggested by respondent:

Delete or amend the policy in accordance with the comments above.

Sound: Yes

Attachments: None

6047 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy CC1 requires an Energy Report at outline planning stage. It would not be possible to provide all of the information required to demonstrate compliance with Policy CC1 at the outline planning application stage and that the information requirements for Policy CC1 can only be expected to be provided at detailed application stage. Space heating demand should remain within Building Regulations, not local policy, to avoid inconsistency. Clarification is needed on measurement points and whether Policy CC1 applies only to regulated energy use. Flexibility should be included if Building Regulations change. Impact on development viability, including AH must be assessed.

Change suggested by respondent:

The policy wording should be amended so that the performance requirements apply based on the date of planning permission rather than the RLDP adoption date. Changes in energy performance requirements can significantly affect site layout, building orientation, and design considerations. Without this amendment, approved schemes could unnecessarily require variations via Section 73 or Non Material Amendment applications.

As such, Policy CC1 should be amended as follows to ensure that it is precise, measurable and enforceable and achieves the three tests of soundness:

"Proposals for one or more new dwellings will be required to achieve net-zero carbon operational emissions by:
1 Following the principles of the Energy Hierarchy for Planning, prioritising a reduction in energy demand and improved energy efficiency.
2 Achieving the following standards in individual dwellings as calculated using an identified energy performance model:
Developments that secure planning permission from RLDP adoption to 31st March 2030
iii. Space heating demand less than or equal to 40kWh/m2/year;
iv. Energy use intensity less than or equal to 75kWh/m2/year;

and developments that secure planning permission from 1st April 2030 onwards
iii. Space heating demand less than or equal to 15kWh/m2/year;
iv. Energy use intensity less than or equal to 40kWh/m2/year; and

3 Providing on-site renewable electricity generation with an output equivalent to at least the annual energy consumption of the development, as calculated using an energy performance model

Where the use of onsite renewable energy generation to match total energy consumption is demonstrated to not be technically feasible the following hierarchy should be followed:
• Renewable energy generation should be maximised as much as possible; and/or
• Connection made to an existing or proposed low carbon district energy network (in compliance with Policy sp1); or
• Where this is not possible the residual energy (the amount by which total energy demand exceeds the renewable energy generation) is to be offset by a contribution to the Council's Project Zero fund as far as economic viability allows.

Compliance will be evidenced within an Energy Report."

Sound: No

Attachments: None

6080 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

Policy CC1 requires an Energy Report at outline planning stage. It would not be possible to provide all of the information required to demonstrate compliance with Policy CC1 at the outline planning application stage and that the information requirements for Policy CC1 can only be expected to be provided at detailed application stage. Space heating demand should remain within Building Regulations, not local policy, to avoid inconsistency. Clarification is needed on measurement points and whether Policy CC1 applies only to regulated energy use. Flexibility should be included if Building Regulations change. Impact on development viability, including AH must be assessed.

Change suggested by respondent:

As such, Policy CC1 should be amended as follows to ensure that it is precise, measurable and enforceable and achieves the three tests of soundness:

"Proposals for one or more new dwellings will be required to achieve net-zero carbon operational emissions by:
1 Following the principles of the Energy Hierarchy for Planning, prioritising a reduction in energy demand and improved energy efficiency.
2 Achieving the following standards in individual dwellings as calculated using an identified energy performance model:
Developments that secure planning permission from RLDP adoption to 31st March 2030
iii. Space heating demand less than or equal to 40kWh/m2/year;
iv. Energy use intensity less than or equal to 75kWh/m2/year;

and developments that secure planning permission from 1st April 2030 onwards
iii. Space heating demand less than or equal to 15kWh/m2/year;
iv. Energy use intensity less than or equal to 40kWh/m2/year; and

3 Providing on-site renewable electricity generation with an output equivalent to at least the annual energy consumption of the development, as calculated using an energy performance model

Where the use of onsite renewable energy generation to match total energy consumption is demonstrated to not be technically feasible the following hierarchy should be followed:
• Renewable energy generation should be maximised as much as possible; and/or
• Connection made to an existing or proposed low carbon district energy network (in compliance with Policy sp1); or
• Where this is not possible the residual energy (the amount by which total energy demand exceeds the renewable energy generation) is to be offset by a contribution to the Council's Project Zero fund as far as economic viability allows.

Compliance will be evidenced within an Energy Report."

Sound: No

Attachments: None

6600 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Mr David Barton [2683]

Summary:

Embodied energy and embodied carbon- must remain a central priority and so influence new construction to readopt Traditional Architecture principles as this will be pivotal towards the area's future green credentials as outlined in many existing auxiliary planning documents approved presently with Carbon Studies taken of existing architecture, notably buildings saved from demolition.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/33d

6712 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Asbri Planning

Summary:

Policy CC1 – Residential Operational Net Zero Carbon Development

Persimmon Homes has significant concerns regarding Policy CC1 and objects to it on the basis that it replicates requirements already being progressed at a national level through Welsh Government's Future Homes Standard (FHS). The FHS is intended to deliver "zero carbon ready" homes via a unified Building Regulations framework, making additional local policy unnecessary. At present, Building Regulations Part L1A sets out the standards for energy efficiency in new dwellings, and Persimmon already designs its homes to go beyond these minimum thresholds. This includes enhanced insulation and improved building fabric performance, with reduced U values for elements such as walls, roofs, floors and windows to minimise heat loss. As a result, our homes typically achieve strong Energy Performance Certificate (EPC) ratings, generally in the A–B categories.

Introducing further operational net zero requirements at a local planning level risks adding cost, complexity and uncertainty, potentially affecting the viability and deliverability of housing sites. The Development Plans Manual for Wales is clear that local plans should not repeat national policy or seek to regulate matters already addressed through other statutory regimes. On that basis, Policy CC1 is not considered to be justified and is inconsistent with the second test of soundness.

The proposed shift in standards from April 2030 represents a substantial and abrupt escalation in expectations. Although the policy refers to schemes such as Tai ar y Cyd and AECB CarbonLite, these examples largely relate to grant funded affordable housing projects. There is no robust evidence that equivalent standards can be met on mainstream housing sites without undermining overall viability. The Development Plans Manual requires policies to be based on strong evidence and to be realistically deliverable across the plan period. Without this, there is a risk that the proposed policy could impede housing delivery and compromise the RLDP's ability to meet identified needs.

Policy CC1 could also lead to inconsistent energy performance requirements across Local Planning Authorities in Wales, contradicting the advantages of a unified regulatory system via Building Regulations. For volume housebuilders working across several authority areas, this would introduce unnecessary variation and complication. The DPM highlights the importance of policies that support housing delivery and avoid avoidable burdens. By introducing bespoke modelling thresholds and operational monitoring requirements, CC1 risks blurring the line between planning and Building Control, raising questions about the policy's justification and practical application.

It is Persimmon's view that Policy CC1 is premature and that it is more appropriate for such matters to be addressed through building control rather than planning policy. In its current form, the policy risks impacting housing supply, affordable housing delivery and overall implementation across the plan period. For these reasons, we consider that Policy CC1 fails to satisfy the relevant tests of soundness and should be removed from the emerging RLDP.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Persimmon Submission - https://valeofglamorgan.oc2.uk/a/367

6748 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Not only is the approach proposed to be taken in Policy CC1 out of line with the approach that is to be taken in England and the approach that has been taken in Wales, it is considered that there is insufficient certainty around the ability for these works to be delivered when they are required to be without harming viability.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

6788 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon Homes, strongly object to Policy CC1 on the basis that it duplicates Welsh Government's Future Homes Standard (FHS), which is intended to ensure all new homes are "zero-carbon ready" through a consistent national Building Regulations framework.

Building Regulations Part L currently sets the requirements for energy efficiency in new homes, with the current dwellings built by Persimmon Homes being designed to exceed the minimum requirements of Part L by incorporating enhanced insultation and improved building fabric performance. This includes low U-values for key elements such as walls, roofs, floors and windows to minimise heat loss and improve overall energy efficiency.
As a result, Persimmon Homes are achieving a high rating under the Energy Performance Certificate (EPC) System, typically within the A-B range.

Introducing a separate and potentially more onerous operational net zero requirement at the local level risks imposing additional cost and complexity that undermines site viability and deliverability. The Development Plans Manual for Wales is clear that development plans must avoid repeating national policy and should not introduce requirements that are more appropriately addressed through other regulatory regimes. In this respect, Policy CC1 is not considered justified or appropriate and thereby conflicts with the second test of soundness set out within the DPM.

The proposed step change in standards from 1 April 2030 (particularly the reduction in space heating demand from 40 kWh/m²/year to 15 kWh/m²/year) represents a significant and abrupt step change in performance expectations. Whilst reference is made to initiatives such as Tai ar y Cyd and AECB CarbonLite, these have largely been associated with grant-funded affordable housing schemes. There is no clear evidence that equivalent standards are able to be delivered on mainstream housing sites without compromising their overall viability. On that note the Development Plans Manual requires policies to be underpinned by robust evidence and deliverable over the plan period. In the absence of which the proposed policy could well prevent housing delivery and undermines the emerging RLDP's ability to effectively meet housing need.

Further to the above Policy CC1 also risks creating fragmented energy performance standards across different Local Planning Authorities in Wales. This contradicts the benefit of a consistent national approach through Building Regulations and makes it significantly more difficult for mainstream housebuilders operating across multiple authority areas to deliver homes efficiently.

The DPM emphasises the need for development plans to create policy frameworks that encourage housing delivery and avoid unnecessary complications. By introducing bespoke operational monitoring requirements and energy modelling thresholds the policy as currently worded blurs the boundary between planning and Building Control functions. In turn this raises concerns as to whether the policy is justified and capable of being applied consistently across the board.

Finally, the Council's own Viability Assessment (Paragraph 6.60 of BP42) acknowledges current uncertainty given the outcome of Welsh Government's consultation on this topic are still unknown at the time of writing. In the event the Welsh Government decide to peruse national regulation progresses, it may be more appropriate for such matters to be addressed through Building Control rather than planning policy. Once again, this reinforces Persimmon's concern that Policy CC1 is premature and not in general conformity with national policy. As drafted, the policy risks undermining the council's proposed housing supply, affordable housing delivery rate and general implementation over the plan period. For these reasons, we believe it fails to meet the relevant tests of soundness and should be omitted from the proposed RLDP.

Change suggested by respondent:

We believe it fails to meet the relevant tests of soundness and should be omitted from the proposed RLDP.

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6852 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey formally expresses significant concerns regarding Policy CC1 (Residential Operational Net Zero Carbon Development), which mandates that new build developments achieve net-zero operational emissions. This policy requires adherence to a specific energy hierarchy, setting stringent space heating and energy use intensity standards from the adoption of the RLDP through 2030 and beyond. It further requires on-site renewable electricity generation equivalent to a development's annual energy consumption, only allowing for off-site contributions or heat network connections when on-site solutions are technically unfeasible.

A primary objection raised by Taylor Wimpey is that setting local requirements that exceed national Building Regulations, such as the 2025 Future Homes Standard, is inappropriate and creates an uneven framework for housebuilders. They argue that Building Regulations are the proper mechanism for establishing fixed technical requirements. In the English context, a Written Ministerial Statement—which has been upheld by judicial review—clarified that local plans should not set energy efficiency standards stricter than national regulations. While Taylor Wimpey acknowledges this is a Westminster position, they contend it is incorrect to suggest there is a clear emerging trend for such localized policies in England.

Furthermore, Taylor Wimpey notes a lack of precedent within the Welsh planning landscape. They point out that two recently adopted RLDPs in South East Wales did not include such policies, leading to a lack of confidence that Policy CC1 will be found sound at examination. The company also questions the robustness of the Council's viability evidence, noting that the cost analysis is based on only three building typologies. This narrow scope fails to account for the broad range of house types used by active developers across Wales, which Taylor Wimpey suggests leads to a significant underestimation of delivery costs.

The financial viability of these requirements is a major point of contention, as Taylor Wimpey's experience suggests the actual cost per unit is closer to £15,000 or £20,000, far higher than the Council's estimates. They also highlight a significant timing gap in the evidence; the cost assessments were established in early 2024, yet the housing trajectory does not forecast first completions until 2028 or 2029. This five-year lag between the cost baseline and actual delivery creates unacceptable uncertainty. Consequently, Taylor Wimpey concludes that Policy CC1 is out of step with broader planning approaches and lacks the necessary certainty to be implemented without harming the overall deliverability of housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6921 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow strongly object to Policy CC1 on the basis that it duplicates Welsh Government's Future Homes Standard (FHS), which is intended to ensure all new homes are "zero-carbon ready" through a consistent national Building Regulations framework. risks imposing additional cost and complexity that undermines site viability and deliverability.

The Development Plans Manual for Wales is clear that development plans must avoid repeating national policy and should not introduce requirements that are more appropriately addressed through other regulatory regimes. In this respect, Policy CC1 conflicts with the principle that plans should be clear, proportionate and not duplicate national controls, raising concerns under the tests of soundness relating to coherence and consistency with national policy (Test 2) and whether the plan is justified (Test 3).

The proposed step change in standards from 1 April 2030 — particularly the reduction in space heating demand from 40 kWh/m²/year to 15 kWh/m²/year — represents a significant and abrupt escalation in performance expectations. Whilst reference is made to initiatives such as Tai ar y Cyd and AECB CarbonLite, these have largely been associated with grant-funded affordable housing schemes. There is no clear evidence that equivalent standards can be viably delivered across mainstream private housing schemes without public subsidy.

Policy CC1 also risks creating fragmented energy performance standards across different Local Planning Authorities in Wales. This undermines the benefit of a consistent national approach through Building Regulations and makes it more difficult for volume housebuilders operating across multiple authority areas to deliver homes efficiently at scale.

Furthermore, the demands of Policy CC1 have to be considered in the context of all of the other demands that impact on development viability (e.g. affordable housing). The Council must provide evidence that an assessment has been undertaken to demonstrate that development, specifically the housing allocations in Policy HG1, can bear the cumulative policy costs of the RLDP, including Policy CC1.

Change suggested by respondent:

It should be deleted or fundamentally amended to align fully with the national regulatory framework. Alternatively, if Policy CC1 is kept in the RLDP, there must be some flexibility introduced for the requirements of Policy CC1 to fall away should Building Regulations catch up or exceed or require different provisions than the requirements of Policy CC1 during the lifetime of the RLDP.

Sound: No

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7075 Support

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the wider objective of improving the energy performance of new homes and reducing carbon emissions from development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7076 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Policy CC1 in its current form gives rise to a number of concerns regarding consistency with national standards, deliverability, viability and practical implementation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7077 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

If a local approach is to be taken, as a minimum, Policy CC1 should be amended so that: (i) it applies only to regulated energy use; (ii) its requirements fall away, or are deemed satisfied, where Building Regulations subsequently meet or exceed them or adopt an alternative national methodology; and (iii) the policy and supporting text provide a clearer framework for viability, Project Zero contributions and practical implementation.

Change suggested by respondent:

Amend Policy CC1.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7115 Object

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

Current Building Regulations are sufficient to achieve Welsh Government's objectives for improving energy efficiency and delivering net zero carbon development. Additional local policy requirements risk creating inconsistency across LPAs and may exceed what is necessary to align with national policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7116 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Barratt Redrow Homes [2669]

Agent: Turley

Summary:

The policy should clarify that it applies only to regulated energy use.
If this policy is to be kept in the RLDP, there must be some flexibility introduced for the requirements of Policy CC1 to fall away should Building Regulations catch up or exceed or require different provisions than the requirements of the policy during the lifetime of the RLDP.
Clarification is also required on how the contribution to the Council's Project Zero fund is to be calculated and whether the timeframes in the policy relate to the date of planning approval.
The policy wording should be amended so that the performance requirements apply based on the date of planning permission rather than the RLDP adoption date. Without this amendment, approved schemes could unnecessarily require variations via Section 73 or Non-Material Amendment applications.

Change suggested by respondent:

Amend policy wording.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xs

7199 Comment

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Whilst some of the supporting text to policy CC1 references viability, the ultimate viability of developments however must not be compromised in order to ensure delivery of the plan. The technical feasibility of renewable energy regeneration is referenced in the above policy however the 'development viability' should also be included.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7214 Support

Document Element: CC1 - Residential Operational Net Zero Carbon Development

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

4624 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: Mr David Barton [2683]

Summary:

Avoidable decline by demolishers should be compiled into a watchlist seeking to exploit house building targets for profit when they disregard restoring a building and repurposing it to show off to their social groups.

Change suggested by respondent:

as above with protections for listed, non-designated heritage assets and unclassified buildings alike altogether.

Sound: No

Attachments: None

5946 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: HBF (Mr Mark Harris) [538]

Summary:

This policy should be removed, as it is likely to lead to lower-density development and reduce the level of windfalls achieved.

Change suggested by respondent:

Policy should be deleted.

Sound: Yes

Attachments: None

6048 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

As drafted, Policy CC2 sets a presumption against demolition. This could have serious impacts on delivery timescales for residential sites with, for example, unused or derelict farm buildings or where a dwelling needs to be demolished for access purposes. This could have implications on the housing delivery trajectory as set out in the Council's Housing Land Supply and Housing Trajectory Evidence Paper.

Change suggested by respondent:

Policy CC2 as drafted therefore risks not achieving the third test of soundness (Will the Plan deliver?) and Policy CC2 should therefore be removed from the RLDP

Sound: No

Attachments: None

6081 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

As drafted, Policy CC2 sets a presumption against demolition. This could have serious impacts on delivery timescales for residential sites with, for example, unused or derelict farm buildings or where a dwelling needs to be demolished for access purposes. This could have implications on the housing delivery trajectory as set out in the Council's Housing Land Supply and Housing Trajectory Evidence Paper.

Change suggested by respondent:

Policy CC2 as drafted therefore risks not achieving the third test of soundness (Will the Plan deliver?) and Policy CC2 should therefore be removed from the RLDP.

Sound: No

Attachments: None

6599 Comment

Document Element: CC2 - Presumption Against Demolition

Respondent: Mr David Barton [2683]

Summary:

Non-demolition of historic buildings prior to the 1950s must be made policy or adhered to as part of the Council's commitment to combatting the Climate Crisis through sequestering carbon in its Old Builds.

Where demolition is proposed for 1950s style housing onwards- any new construction must be in the historic building style and local materials to ensure high carbon capacity, quality aesthetic and true blending of the interconnected conurbations of any one area, place or location.

Pleased to note that LAs broadly acknowledge and grasp this concept therefore the aim should be to increase the net number of carbon-rich Old Builds long-term through support packages that will combat the Climate Crisis, provide economic benefit and improve Conservation in a pioneering fashion that may draw wider funding opportunities for the area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/33d

6927 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow acknowledge the need to retain buildings in some circumstances, however consider that the wording of Policy CC2 is overly restrictive in the sense that a presumption against demolition could impact upon delivery timescales for sites, particularly those including
farm buildings.

Accordingly, it is considered necessary to re-word the policy to allow for the demolition of buildings where they are no longer used or needed in the event that a site is proposed to be developed for residential purposes, to assist in meeting the housing need over the plan period.

An additional point should be added to the list of 4 criteria, to note that demolition will be acceptable where it is demonstrated that 'The existing building occupies a minority portion of the site, and to not demolish the building would prevent and/or restrict the delivery of the wider land for the provision of housing'.

Change suggested by respondent:

Re-word the policy to allow for the demolition of buildings where they are no longer used or needed in the event that a site is proposed to be developed for residential purposes,

An additional point should be added to the list of 4 criteria, to note that demolition will be acceptable where it is demonstrated that 'The existing building occupies a minority portion of the site, and to not demolish the building would prevent and/or restrict the delivery of the wider land for the provision of housing'.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7085 Support

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Barratt Redrow supports the broad objective of encouraging the repair, refurbishment, re-use and repurposing of existing buildings where that represents the most sustainable outcome. The policy's underlying intent, to avoid unnecessary loss of embodied carbon and encourage circular economy principles, is understood.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7086 Object

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Policy CC2 as drafted is overly onerous and risks giving rise to unintended consequences for deliverability. The overall wording leans too heavily towards a presumption against demolition rather than a balanced assessment of the most sustainable whole-life outcome in each case.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7087 Comment

Document Element: CC2 - Presumption Against Demolition

Respondent: Barratt Redrow Homes [2669]

Agent: Highlight Planning

Summary:

Amend Policy CC2 so that it supports the retention and re-use of existing buildings where feasible and sustainable, but allows demolition where this would deliver a more effective overall development outcome having regard to whole-life carbon, operational performance, design quality, viability, land efficiency and deliverability.

Change suggested by respondent:

Amend CC2.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gk
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gm
Email Representation - https://valeofglamorgan.oc2.uk/a/3gn

7215 Support

Document Element: CC2 - Presumption Against Demolition

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7216 Comment

Document Element: CC2 - Presumption Against Demolition

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Under CC2, it was noted that the presumption against demolition in favour of retrofit and reuse may constrain maximum transition to net zero as, whilst there is grant aid available for public buildings and social housing, the retrofit monies available for private stock is limited.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

4798 Object

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Mr Rob G Thomas [683]

Summary:

Solar locations stated as East of Colwinston, North of Llysworney, North West of Llysworney

Industrialisation of The Countryside
Impact on Visual Amenities
Impact on Food Security
Impact on Colwinston and Llysworney Landscape and infrastructure
Visual impact
Impact on sites of importance for nature conservation being Ty Draw South of Colwinston Policy SP20 SINC id 147
Impact of Site Special Landscape area (2) Upper and Lower Thaw Valley policies DNP1 (2)
No DNO apparatus or Supply
No National Grid connection or availability
Impact on Landscape with additional poles, pylons and electrical facilities along with associated roads, fencing, security and monitoring units
Removal and withdrawn use of BMV Agricultural land under ALC predictive map Wales grades
Loss of Valuable Agricultural land
Loss of Rural Character

The RLDP is therefore unsound with these proposals for this area and we urge the Inspector to re exam and reconsider these fully

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/swm

5173 Comment

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Solar and wind search areas (where appropriate) below the 10MW Developments of National Significance (DNS) have been identified (Policy CC3). The plan also includes a criteria-based policy for all renewable energy proposals, particularly wind development, under 10MW (Policy CC4). Policy CC3 makes reference to adhering to the criteria in Policy CC4. However, would it not be the case that if search areas have been identified in Policy CC3 have they not already met the criteria? If they would not, should they be identified in the first place? Clarity would be beneficial. The Welsh Government supports the approach but seeks clarity on the point raised.

The Welsh Government notes the proposed search areas for wind energy near Morfa Ystrad Owen/Nant Rhydhalog, according to the Peatlands of Wales Evidence Score Map, the search area includes areas of peatland (Evidence Score 4). The site is also a SINC. This raises concerns as to how the inclusion of this search areas meets the policy test in PPW 6.4.15, 1a and 1b (Stepwise) regarding avoidance of irreplaceable peatland habitats and PPW 6.4.34.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6336 Comment

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Richard Leach [3544]

Summary:

I note with interest that several fields to the north east of Llanmaes have been designated as potential solar farm sites. These very fields are partially responsible for the flooding risk in Llanmaes. I suspect that solar farms would not help this problem.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/thx

6621 Comment

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Consultation should take place with the Designing out Crime Officer in respect of wind or solar farms, so Secured by Design can be achieved.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6649 Comment

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

CC3 – Renewable Energy Local Search Areas
This policy identifies several sites where the potential for wind and solar development are the greatest (known as 'search areas'). There are significant search areas located between Llantrithyd and St Hilary; no ecological information has been provided for these search areas, however given the records for GCN, water vole and otter local to these areas, it is likely that provision in the form of suitable habitats will need to be made for these species.
This could be substantial in scale, however without further ecological information we cannot advise further at this time. Notwithstanding, given the scale of the search area in this location and the likely ecological impacts, we advise that this area would benefit from spatial planning of biodiversity provision, at a greater than individual site scale.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6702 Comment

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

The MOD needs to be consulted on all proposals to develop wind turbines that are 11m or greater in height to blade tip or, that have a rotor diameter of 2m or greater. This is necessary to safeguard defence radar coverage across the UK used to manage MOD ranges, provide air traffic control and maintain UK air defence.

The MOD notes that Draft Policy CC3 assigns the renewable energy local search areas that have been defined in the deposit plan. This supports the generation of non-domestic renewable, low and zero carbon energy. The Renewable Energy assessment from 2023 identifies potential opportunity areas for renewable energy and provides a high-level assessment of wind and solar energy resource within the Vale of Glamorgan and identifies several sites, known as 'search areas' where the potential for development is greatest, and identification of 20 of the largest sites for both wind and solar.

In principle, the MOD has no objection to any renewable energy development occurring in the renewable energy local search areas that have been defined, subject to confirming that that it will be compatible with defence safeguarding requirements.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

7232 Support

Document Element: CC3 - Renewable Energy Local Search Areas

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

5174 Comment

Document Element: CC4 - Renewable, Low and Zero Carbon Energy Generation

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Policy CC4 refers to Developments of National Significance (DNS) in 6.344 and 6.346. This should now refer to Strategic Infrastructure Projects (SIP) which replaced DNS.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5716 Object

Document Element: CC4 - Renewable, Low and Zero Carbon Energy Generation

Respondent: Mr David Entwistle [3264]

Summary:

This policy is good in the main but greater weighting should be given to visual aspects as well. Many of the new solar farms within the vale are too visible from major roads and are negatively impacting on the visual aesthetics of the area. residents and visitors well being is negatively affected when whilst travelling around they vale they feel as if they are living within a giant power generation scheme.

Change suggested by respondent:

The policy needs to consider visual aspects more greatly and developers of solar farms need to be held to higher standards in terms of vegetation to shield the sites from view. The sites should also be more carefully considered and be required to use topographical relief to shield the sites from public view to a greater extent.

Sound: No

Attachments: None

6679 Comment

Document Element: CC4 - Renewable, Low and Zero Carbon Energy Generation

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Research shows that Secured by Design developments are sustainable and reduce the carbon footprint. The environmental benefits of SBD are supported by independent academic research consistently proving that SBD housing developments experience up to 87% less burglary, 25% less vehicle crime and 25% less criminal damage It also has a significant impact on anti-social behaviour. South Wales Police ask that all new developments are built to Secured by Design standards and that they are work with The Vale of Glamorgan planning Department at the pre planning stage.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6703 Comment

Document Element: CC4 - Renewable, Low and Zero Carbon Energy Generation

Respondent: Ministry of Defence (Mr Chris Waldron, DIO Assistant Safeguarding Manager) [690]

Summary:

Draft policy CC4 defines requirements that any development will need to demonstrate compatibility with. It is noted that specific reference to aviation safeguarding is included. However, the MOD considers it necessary that this is expanded to include specific reference to those technical assets which facilitate aviation safety such as navigational aids. In addition, the MOD also considers it necessary that specific mention of the need to account for defence radar coverage in relation to wind energy development is specifically identified.

Some renewable energy generation infrastructure, for example wind turbine generators can, by virtue of their physical dimensions and properties, impact upon the effective operation of safeguarded defence technical installations. Solar farm developments located in proximity to safeguarded navigational aids, or other types of technical sites, can impact upon their effective operation by introducing substantial areas of metallic types of surfaces that may affect transmissions.

Where turbines are erected in line of sight to defence radars, the rotating motion of their blades can degrade and cause interference to their effective operation.

Change suggested by respondent:

The MOD recommend that any emerging policy makes clear that, where an MOD assessment indicates that a development would have a detrimental impact on the operation and capability of defence assets or sites, that such an application would be refused or that conditions may be attached to any consent that might be issued which may include the removal of permitted development rights.

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/36v

7233 Support

Document Element: CC4 - Renewable, Low and Zero Carbon Energy Generation

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

5171 Comment

Document Element: CC5 - Promoting Heat Networks

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Future Wales: The National Plan 2040 identifies Barry as a District Heat Network (DHN) Priority Area. The Renewable Energy Assessment (BP15) explores the opportunity for a DHN using waste heat from Barry Biomass, but as there is some uncertainty on the future of the plant, the study concludes there is considerable risk to using the plant as a source waste heat. Could the Council provide an update on alternative options for a DHN in Barry?

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

6620 Comment

Document Element: CC5 - Promoting Heat Networks

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Advice should be sought from the Designing out Crime Officer to ensure the safe placement of heat pump devices.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

7234 Support

Document Element: CC5 - Promoting Heat Networks

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

7235 Support

Document Element: CC6 - Coastal Defences and Shoreline Management

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members welcomed the inclusion of specific climate change mitigation and adaptation measures under section CC1-CC6, noting the considerable attention given to Net Zero transition proposal relating to public buildings and energy. Whilst the evidence presented does not include the UK Climate Change Committee Report, Members were pleased to see that CC1-CC6 largely reflect the Committee's finds and are tailored to a transition which reflects what is presently feasible. This is providing that the necessary skills to understand and undertake carbon assessments within a policy implementation and regulation context are readily available.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

5165 Comment

Document Element: SP17 - SUSTAINABLE WASTE MANAGEMENT

Respondent: Breedon Trading Limited (Mr Shaun Denny, Planner) [676]

Summary:

I support adding non-operational minerals sites for sustainable waste management but believe Wenvoe Quarry should be designated for handling residues from recycled Construction and Demolition Waste or imported non-recyclable materials like clays. This would replace the closed Whitehall site in the Vale, which is no longer operational, and I note that no similar facilities remain in the Cardiff area, with the nearest, Hendy Quarry, approaching closure.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6677 Comment

Document Element: SP17 - SUSTAINABLE WASTE MANAGEMENT

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Secured by Design guides give guidance in respect of waste management and storage. South Wales Police would ask that pre Planning advice is sought in respect of new developments and waste management.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6805 Support

Document Element: SP17 - SUSTAINABLE WASTE MANAGEMENT

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

SP17 - Sustainable Waste Management:

Support - We note the proposals to facilitate sustainable waste management facilities on …. operational or non-operational mineral working sites and would support this.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

5168 Comment

Document Element: WA1 - ASSESSMENT OF WASTE MANAGEMENT PROPOSALS

Respondent: Breedon Trading Limited (Mr Shaun Denny, Planner) [676]

Summary:

The Company believes a fifth category should be added, where an facility will result in a significant uplift in biodiversity that would be unlikely to be achieved by other means.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

4631 Comment

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mr David Barton [2683]

Summary:

Provide reserves for authentic TA such as quarry stone for raw materials to drive down costs effectively for better style construction in-keeping with the are rather than contemporary quickly dating globalist schematics that have arisen from generic CAD Models.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6807 Object

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

SP18 - Sustainable Provision of Minerals.

Object - Whilst we can support various elements in the proposed policy, we have concerns over the specific wording in it and the supporting text.

Most notably, subsection 2 does not accord with the PPW (5.11.4) in relation to the use of secondary and recycled materials. It is not clear what is meant by “alternative resources”. This should be replaced. Secondly, PPW “promotes the use” and does not reference “favouring proposals. Accordingly, the wording should be amended to reflect PPW

Also, in relation to subsection 4, the proposed policy does not seek to apply safeguarding to minerals infrastructure as is required by PPW (5.14.7 & 5.24.8). Minerals infrastructure is more than just transportation hubs, it includes the wider processing facilities. Subsection 4 should therefore be amended.

The Policy should be amended to read -

“2 (~Favouring proposals which~) Promote the sustainable use of minerals and encourage the use of secondary and RECYCLED MATERIALS. (~alternative resources~).”

“4 Safeguarding EXISTING AND PLANNED INFRASTRUCTURE, INCLUDING railheads to allow for the potential transportation of minerals by sustainable means and wharf facilities for the landing of marine dredged sand and gravel where appropriate, TOGETHER WITH WIDER MINERALS PROCESSING INFRASTRUCTURE.

Change suggested by respondent:

The Policy should be amended to read -

“2 (~Favouring proposals which~) Promote the sustainable use of minerals and encourage the use of secondary and RECYCLED MATERIALS. (~alternative resources~).”

“4 Safeguarding EXISTING AND PLANNED INFRASTRUCTURE, INCLUDING railheads to allow for the potential transportation of minerals by sustainable means and wharf facilities for the landing of marine dredged sand and gravel where appropriate, TOGETHER WITH WIDER MINERALS PROCESSING INFRASTRUCTURE.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6808 Comment

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 6.373:

While this statement is factual, we suggest an additional sentence to reflect that Welsh Government has commission a further review of the Regional Technical Statement (RTS3) which has already commenced and is scheduled for completion by the end of 2026.

Add additional sentence to reflect RTS3.

Change suggested by respondent:

Add additional sentence to paragraph 6.373 to reflect RTS3.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6809 Comment

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

We have significant concerns that the evidence base for the local plan has not been updated. Whilst RTS2 is undoubtedly material, the statement that “There is an existing landbank of 18.73 million tonnes of crushed rock” is not correct. As stated in the text, this is the landbank as of 31st December 2016. The Council must update its evidence base and provide a landbank figure which reflects the current permitted reserves.

Since the publication of the RTS2, there have been numerous publications to assist in updating the evidence base including the SWRAWP reports and AM2023.

In our responses to earlier iterations and consultations on the RLDP we highlighted the need for the Council to update the reserve figures. We also highlighted that planning submissions had indicated that circa 16.5mt of permitted reserve is suitable for non-aggregate use.
It is not clear if this tonnage is included in the 18.73mt referred too.

Greater clarity and analysis is required.

Change suggested by respondent:

As stated in the text, this is the landbank as of 31st December 2016. The Council must update its evidence base and provide a landbank figure which reflects the current permitted reserves.

In our responses to earlier iterations and consultations on the RLDP we highlighted the need for the Council to update the reserve figures. We also highlighted that planning submissions had indicated that circa 16.5mt of permitted reserve is suitable for non-aggregate use.
It is not clear if this tonnage is included in the 18.73mt referred too.

Greater clarity and analysis is required.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6810 Comment

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 6.374:

The slight surplus referred to was the position at 31st December 2016. The reserve figure needs to be updated.

Update the reserve figures to allow an accurate landbank to be determined and the need for future allocations to be properly assessed. This should separate out projected aggregate and non-aggregate reserves to ensure clarity.

Change suggested by respondent:

The slight surplus referred to was the position at 31st December 2016. The reserve figure needs to be updated.

Update the reserve figures to allow an accurate landbank to be determined and the need for future allocations to be properly assessed. This should separate out projected aggregate and non-aggregate reserves to ensure clarity.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6811 Comment

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 6.375:

Whilst the position statement referred to may suggest that the apportionment can be adequately met, as highlighted above, there are major concerns that the evidence base being relied upon is out of date. Further, Annex A of the RTS requires that “The LPAs involved should demonstrate, as far as possible, that the SSRC has been produced in consultation with relevant stakeholders, including the Regional Aggregate Working Party (RAWP), as part of the LDP process.” This has not been done and as such the SSRC process adopted is fundamentally flawed.

As clearly stated in our previous representations, there are major concerns over the evidence base and the process of relying upon an SSRC which has not followed the requisite protocol.

Change suggested by respondent:

There are major concerns over the evidence base and the process of relying upon an SSRC which has not followed the requisite protocol.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

7117 Support

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

Seth Hill & Son Ltd supports the general objective of maintaining an adequate minerals supply and managing mineral resources through a plan-led framework.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb
Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7118 Object

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

Objection is taken to the extent that the Deposit RLDP relies too narrowly on the RTS2 conclusion that no further allocations are specifically required.

Change suggested by respondent:

The supporting text should make clear that the absence of a new allocation reflects only the current RTS2 quantitative position.

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb
Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7125 Support

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

The respondent supports the overarching strategy of maintaining a continuous supply of minerals, safeguarding mineral resources and avoiding sterilisation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3

Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

7126 Object

Document Element: SP18 - SUSTAINABLE PROVISION OF MINERALS

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

Objection is taken insofar as the strategy does not carry through the Council's own evidence that Argoed Isha retains usable reserves and future potential for reworking.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3

Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

6812 Support

Document Element: MIN1 - DEVELOPMENT IN MINERALS SAFEGUARDING AREAS

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Whilst we support the principle of the policy, we suggest the addition of a further subsection addressing the scope for prior extraction. PPW (5.14.7) states “the potential for extraction of mineral resources prior to undertaking other forms of development, have been considered.”

Add a further subsection to address the principle of prior extraction.

Change suggested by respondent:

We suggest the addition of a further subsection addressing the scope for prior extraction. PPW (5.14.7) states “the potential for extraction of mineral resources prior to undertaking other forms of development, have been considered.”

Add a further subsection to address the principle of prior extraction.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6923 Object

Document Element: MIN1 - DEVELOPMENT IN MINERALS SAFEGUARDING AREAS

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow understand the need for a sustainable provision of minerals however object to the continued inclusion of Swn Y Coed, Wenvoe within an area that is designated as a Category 1 Limestone mineral resource.

A Mineral Resource Assessment, undertaken by Wardell Armstrong, was provided as part of the Candidate Site Assessment and considered the proposed development against the four criteria of Policy MG 22 of the current Adopted Local Development Plan and National Policy.

The presence of the mineral resource does not preclude
the allocation and development of the site as any extraction does not accord with the criteria requirements in MIN1. Therefore, the site at Swn Y Coed should be removed from the safeguarding area.

Change suggested by respondent:

The site at Swn Y Coed should be removed from the
safeguarding area.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

7121 Support

Document Element: MIN1 - DEVELOPMENT IN MINERALS SAFEGUARDING AREAS

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

Support is given to the safeguarding of limestone resources from unnecessary sterilisation.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb

Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7127 Support

Document Element: MIN1 - DEVELOPMENT IN MINERALS SAFEGUARDING AREAS

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

This policy is supported because it reflects national policy by safeguarding limestone resources from permanent development that would sterilise them or hinder future extraction.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3

Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

4821 Object

Document Element: MIN2 - QUARRY BUFFER ZONES

Respondent: Mr Rob G Thomas [683]

Summary:

Longlands Quarry
Quarry site and quarry buffer zone

Intrusion into open countryside
Impact on visual amenities
Impact on traffic and highways
Increased noise
Increase dust
Impact on local properties
Loss of good agricultural land under ALC Wales Predictive Map and BMV land loss
Industrialisation of the countryside

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sf9

6813 Object

Document Element: MIN2 - QUARRY BUFFER ZONES

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Object - Proposed subsection 2 is not an exception to the national buffer zone policy PPW (5.14.44) and should therefore be deleted.

Delete Subsection 2 “Buffer zones have been identified around mineral working sites. Within the identified buffer zones proposals for new development will only be permitted where it is demonstrated that:

1 The proposal would not constrain the operations of the mineral site; or”

(~2 The proposal is located within an existing built-up area which already encroaches into the buffer zone.~)”

Change suggested by respondent:

Delete Subsection 2 "The proposal is located within an existing built-up area which already encroaches into the buffer zone".

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

7122 Support

Document Element: MIN2 - QUARRY BUFFER ZONES

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

The principle of retaining quarry buffer zones is supported because it protects existing and future quarrying operations from encroachment by incompatible development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb

Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7128 Support

Document Element: MIN2 - QUARRY BUFFER ZONES

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

The principle of protecting mineral operations from encroachment by incompatible development is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3

Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

4822 Object

Document Element: MIN3 - DORMANT MINERAL SITES

Respondent: Mr Rob G Thomas [683]

Summary:

Longlands Quarry
Quarry site and quarry buffer zone

Intrusion into open countryside
Impact on visual amenities
Impact on traffic and highways
Increased noise
Increase dust
Impact on local properties
Loss of good agricultural land under ALC Wales Predictive Map and BMV land loss
Industrialisation of the countryside

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/sf9

7129 Support

Document Element: MIN3 - DORMANT MINERAL SITES

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

The respondent supports the Council's decision not to serve a Prohibition Order at Argoed Isha. That is plainly the correct approach because BP25 confirms that usable reserves remain and may be reworked.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3
Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

7130 Object

Document Element: MIN3 - DORMANT MINERAL SITES

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

Objection is taken to the absence of stronger wording recognising that the site remains a realistic future source of limestone.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3
Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

6814 Object

Document Element: MIN4 – SUSTAINABLE MINERAL WORKING

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Object - This policy wording does not reflect PPW (5.11) which seeks to “promote” and not “prioritise” the use of recycled material and secondary aggregates.
Further the word “only” is superfluous and should be deleted.

Reword the policy:

“Proposals which PROMOTE (~prioritise~) the use of recycled material and secondary aggregates AS AN ALTERNATIVE TO (~before new sources of~) primary materials (~are developed~) will be SUPPORTED (~favoured~) where this does not have an unacceptable effect on amenity or the environment.

Proposals for the extraction of new primary minerals will (~only~) be permitted where there is a proven national, regional or local need for the mineral and where:”

Change suggested by respondent:

Reword the policy:

“Proposals which PROMOTE (~prioritise~) the use of recycled material and secondary aggregates AS AN ALTERNATIVE TO (~before new sources of~) primary materials (~are developed~) will be SUPPORTED (~favoured~) where this does not have an unacceptable effect on amenity or the environment.

Proposals for the extraction of new primary minerals will (~only~) be permitted where there is a proven national, regional or local need for the mineral and where:”

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6815 Comment

Document Element: MIN4 – SUSTAINABLE MINERAL WORKING

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 6.388:

As stated above, the Evidence Base has not been updated to provide a true representation of the landbank. The permitted reserves being quoted date from 2016 and cannot provide a sound platform upon which mineral provision or requirements can be determined.

Update the evidence as required.

Change suggested by respondent:

The permitted reserves being quoted date from 2016 and cannot provide a sound platform upon which mineral provision or requirements can be determined. Update the evidence as required.

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

6816 Comment

Document Element: MIN4 – SUSTAINABLE MINERAL WORKING

Respondent: Mineral Products Association (Mr Peter Nicholas Horsley, Planning Director) [689]

Summary:

Paragraph 6.389:

As stated above, the PPW seeks to promote the use of secondary and recycled aggregates. The council has not provided any evidence that secondary and recycled materials are not being maximised, or that primary materials are being used instead of secondary material. There is simply no evidence of "overprovision". Further this is a misquote of MTAN1 Paragraph 34.
Amend the text accordingly.

Reword the text:

"Proposals which (~prioritise~) PROMOTE the use of recycled material and secondary aggregates (~before new sources of~) AS AN ALTERNATIVE TO primary materials (~are developed~) will be SUPPORTED (~favoured~). (~The Council recognises there is a need for a change in the pattern of supply of minerals from primary sources to more sustainable alternatives and that overprovision of primary material as a result of extant permissions and granting new permissions would encourage the unsustainable use of resources. Therefore~), The extraction of new primary minerals in addition to the landbank of permitted reserves will normally only be permitted where it can be demonstrated that there is no practicable substitute material which can be provided at less environmental cost and where there is an identified shortfall in reserves which is justified (~(MTAN1 Paragraph 34)~).

Change suggested by respondent:

Reword the text:

"Proposals which (~prioritise~) PROMOTE the use of recycled material and secondary aggregates (~before new sources of~) AS AN ALTERNATIVE TO primary materials (~are developed~) will be SUPPORTED (~favoured~). (~The Council recognises there is a need for a change in the pattern of supply of minerals from primary sources to more sustainable alternatives and that overprovision of primary material as a result of extant permissions and granting new permissions would encourage the unsustainable use of resources. Therefore~), The extraction of new primary minerals in addition to the landbank of permitted reserves will normally only be permitted where it can be demonstrated that there is no practicable substitute material which can be provided at less environmental cost and where there is an identified shortfall in reserves which is justified (~(MTAN1 Paragraph 34)~).

Sound: Not specified

Attachments:

Redacted Email Representation - https://valeofglamorgan.oc2.uk/a/3hn

7123 Support

Document Element: MIN4 – SUSTAINABLE MINERAL WORKING

Respondent: Seth Hill & Son Ltd [1197]

Agent: Highlight Planning

Summary:

Support is given to the policy framework for new workings, extensions and continued mineral extraction subject to environmental safeguards, amenity protection and restoration.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Deposit Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3x9
Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3xb
Email Representation - https://valeofglamorgan.oc2.uk/a/3xc

7131 Support

Document Element: MIN4 – SUSTAINABLE MINERAL WORKING

Respondent: Tom Prichard (Holdings) Ltd [3738]

Agent: Highlight Planning

Summary:

The respondent supports the policy framework for future reworking or reopening of old workings, including the need for acceptable impacts, restoration and beneficial after-use.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Candidate Sites Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3j3
Email Representation - https://valeofglamorgan.oc2.uk/a/3j4

5177 Object

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Policy SP19 should explicitly reference the need for development to be accompanied by a Green Infrastructure Statement.

PPW12 requires decision makers to apply the step wise approach to GI, with enhancement secured at every stage where possible, there is no distinction made between the quality of the GI assets – the qualification in the policy statement that states proposals will incorporate measures that protect and enhance high quality multi-functional green infrastructure should be redrafted to remove the quality reference. The need to avoid an impact in the first instance should also be explicitly incorporated into the policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5401 Object

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Emma Reed [2653]

Summary:

This Policy is laudable but it must be backed by proper flooding assessments of all areas before they are any more developments which could impact on existing dwellings.

Change suggested by respondent:

A need to ensure that when green infrastructure is agreed that that betterment to surrounding areas is achieved.

Sound: No

Attachments: None

5718 Object

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Mr David Entwistle [3264]

Summary:

This policy needs to be stronger and in more depth. The policy is too weak and does not go far enough into addressing the loss of biodiversity and natural habitats in the vale.

Change suggested by respondent:

Some figures should be put to this policy with a concrete promise by the council to increase habitat for certain key species and environments by a specific amount. All building should align with nature standards full stop, not where possible, as this is too weak and gives developers too much room to circumnavigate meeting their moral responsibilities in favour of increased profits.

Sound: No

Attachments: None

6165 Comment

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G [Social Farms & Gardens] suggests encouragement for community food growing uses such as community gardens, orchards, informal incredible edible style spaces and community allotments. there are many types of community food growing that can contribute positively to green infrastructure and its network improvements. These are nature based solutions that gain community 'buy in' and the potential for further improvements from the ground up.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6732 Comment

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Cardiff and Vale University Health Board (Claire Beynon, Executive Director of Public Health) [2397]

Summary:

SP19 Green infrastructure: this policy emphasises the biodiversity, climate adaptation and recreation, but does not explicitly recognise productive landscapes or
urban agriculture as part of the multifunctional green infrastructure.

Change suggested by respondent:

Suggested wording: “Green infrastructure networks should recognise and integrate food productive landscapes, urban agriculture, and community growing spaces as multifunctional components contributing to biodiversity, climate adaptation, and wellbeing.”

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3h6

6789 Support

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In principle Persimmon Homes support the aim of this policy in ensuring proposed development incorporate measures that protect and enhance green infrastructure provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6922 Support

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

In principle Barratt Redrow support the aim of this policy in ensuring proposed development incorporate measures that protect and enhance green infrastructure provision.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6970 Support

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

In conjunction with SAB applications, under Schedule 3 of the Flood and Water Management Act 2010, we welcome provision within this policy to integrate green infrastructure with sustainable drainage systems.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

7031 Object

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

Strategic Policy SP19 – Green Infrastructure
We welcome that the GIS and GIA has informed the master planning of the Key Site allocations (6.395). To ensure this approach is carried forward for other development proposals, we consider there should be a stronger "policy hook" within Policy SP19 to link the content and evidence of the GI work to the policy and its influence on decision-making. Without this we consider there may be a risk of a policy gap/mismatch when determining planning applications.
This could be resolved by a new criterion such as:
"the provision of green infrastructure must have regard to any adopted or emerging guidance including the Green Infrastructure Strategy/Green Infrastructure Assessment (and the Assets listed therein), and Green Infrastructure (Action) Plan for the Vale."
To strengthen Policy SP19 we also recommend an addition to the wording of criterion 2 to read:
"Protect and enhance connectivity between existing green infrastructure assets and be planned wherever possible to positively support areas of high ecological value".
We furthermore note that criterion 3 of SP19 refers to achieving net benefit for biodiversity whilst the policy overall seeks to provide, protect and enhance high quality multi-functional green infrastructure. We have previously commented that multi-functional green spaces may not always be compatible with biodiversity. It should be recognised that multifunctional uses of space can be to the detriment of the natural environment and so must be carefully considered. We recommend that paragraph 6.397 wording is updated to reflect this potential conflict so that NBB required by PPW (and as promoted by para 6.396 together with Policy SP20) is able to be prioritised and not compromised.
This point could also be raised under Policy SP4 Placemaking – at para 6.32. It should not be assumed that multifunctional spaces will also be delivering for nature in every situation and in some cases separate provision of spaces to meet biodiversity goals will be essential.
Paragraph 6.401 is welcomed regarding the opportunities that exist for the protection, maintenance and further enhancement of green infrastructure assets.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7200 Support

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Provision of Green Infrastructure in residential, and all developments is supported.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7201 Comment

Document Element: SP19 - GREEN INFRASTRUCTURE

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The viability of developments however must not be compromised through green infrastructure provision - in order to ensure delivery of the plan. The 'development viability' should therefore be recognised as a key factor in delivering Green Infrastructure.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

5178 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Welsh Government (Planning Division) (Mr Neil Hemington, Chief Planner) [2386]

Summary:

Criterion 1 (Policy SP20) should be redrafted – the stepwise approach in PPW 12 6.4.15 1a - does not distinguish between relative ecological value – the avoidance step applies to biodiversity in its widest sense (i.e. the variety of species and habitats and their abundance) and ecosystem functioning.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/syf

5540 Support

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Mrs Hilary May [2309]

Summary:

This is very important, developments must allow and improve connectivity for species across the wider landscape - wildlife corridors etc. Avoiding sensitive sites by a good buffer margin to avoid disturbance by development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5723 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Mr David Entwistle [3264]

Summary:

I support this in principle but feel it is too vague and weak. The council should be pushing for protection of species beyond statutory requirements and hold itself to a higher standard. There are always ways that local/on site nature based solutions can be incorporated and the statement saying off site measures can be considered is too weak and gives developers too much scope to bypass their requirements.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5941 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: HBF (Mr Mark Harris) [538]

Summary:

The HBF suggests that the words 'functionally related' should be removed from the bold text at the end of the policy. Although the principle of this final paragraph is supported, the flexibility which it provides to developers is, in part, removed by the wording above. It is accepted planning practice that where something can not be provided on site, an off-site alternative can be acceptable, subject to the appropriate controls. However, limiting this to 'functionally relates' is onerous and unnecessary to achieve the aims of the policy.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6049 Support

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The proportionate approach to biodiversity mitigation and compensation, that provides allowance for planning obligations towards off-site habitat improvement and maintenance is consistent with Chapter 6 of PPW and therefore meets the first test of soundness (Does the Plan fit?). It is essential that options are retained to provide biodiversity mitigation off site as well as on site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6082 Support

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Barratt Redrow Homes [2669]

Agent: Lichfields

Summary:

The proportionate approach to biodiversity mitigation and compensation, that provides allowance for planning obligations towards off-site habitat improvement and maintenance is consistent with Chapter 6 of PPW and therefore meets the first test of soundness (Does the Plan fit?). It is essential that options are retained to provide biodiversity mitigation off site as well as on site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6140 Comment

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Mr Michael Priaulx [3452]

Summary:

The Green Infrastructure policies are welcome but overlook building-dependent species such as bats and red-listed endangered birds such as swifts, house sparrows and house martins.

Wales does not yet have planning guidance for these species but England has guidance based on British Standard BS 42021 for Integral Nest Boxes.

Therefore, please implement the equivalent of England national planning policy guidance (NPPG) Natural Environment 2025 paragraph 017, with regard to at least one swift brick per dwelling on average for new developments as these are a universal nest brick for small bird species, not included in quantitative biodiversity calculations so a separate policy is needed.

Please add, as house martins are a significant species in the Vale of Glamorgan with good availability of vegetated and waterside areas for foraging:

"Artificial nest cups for house martins may be specified as an alternative to swift bricks, where recommended by a suitably qualified ecologist."

Please also add the following, to ensure effective implementation:
"Post-construction stage confirmation of installation is required through photographs or verification by a suitably qualified ecologist."

Existing nest sites in buildings should be protected and retained where possible, and equivalent mitigation provided where this is not possible.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6175 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G believe that food growing initiatives have multifaceted benefits, including contributing to the biodiversity goals under the Environment Wales Act, supporting wellbeing and net zero targets by 2035. The Vale of Glamorgan's Biodiversity Forward Plan aims to meet obligations to enhance biodiversity and ecosystem resilience. SF&G has experienced poor biodiversity provision in new school and housing developments through collaboration with KWT LPFN package delivery. Policies should ensure spaces for nature are integrated into developments. Furthermore, communities should be encouraged to include food growing sites in their Place Plans to enhance biodiversity and help address food security amidst global challenges.

Change suggested by respondent:

include text that improves biodiversity, natural spaces and green areas with the potential for food growing on new development sites. We have strong evidence that new sites are not providing as they should and local authorities have a duty to ensure they do.

Sound: No

Attachments: None

6642 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

General Approach to Designated Sites
In line with our role in development planning and our consultation remit, we advise that where new development may occur within or be likely to affect statutory designated sites including Special Areas of Conservation (SAC), Special Protection Areas (SPA), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Marine Conservation Zones (MCZ) this could be more clearly identified as a key consideration especially with respect to site allocations (housing and employment). We consider that the issue of avoiding or mitigating potential impacts and utilising opportunities for supporting and enhancing these sites (as noted by para 6.401 of the deposit plan) could have more substantial recognition across the deposit plan and its supporting documents. This would improve the clarity of approach.
We have furthermore noted that Policy SP20 (Biodiversity and Ecosystem Resilience) currently excludes specific mention of designated sites (although it does refer to protected species and habitats) and we suggest that this is addressed – our comments on SP20 are set out in Section 3 of this letter.
By across the plan, we mean there is scope to include mention of relevant statutorily designated sites within the constraints text for the sites listed in Appendix B of document BP44 Infrastructure Delivery Plan (perhaps summarising in line with the approach taken to the Historic Environment Record) and within document BP32A Green Infrastructure Assessment of Key Sites, evidence which can then be reflected as appropriate in Key Sites Policies (HG1 KS1 to KS5) to inform their master planning. The Preliminary Ecological Appraisals already undertaken for Key Sites (Key Site Supporting Information) would appear to hold relevant information in this respect.
We note that document BP32A has a useful general paragraph on biodiversity assets at paras 3.7-3.8 linked to the evidence collated in the Green Infrastructure Assessment (GIA).
In short, where designated sites are identified in proximity to allocated sites it would be helpful to make clear reference to them in a consistent manner. This would bring the deposit plan more fully into alignment with the ISA findings. For any employment sites within proximity of designated sites, we consider that the employment background paper BP12A could potentially be updated to similar effect.
With reference to omissions on this matter, we refer you to our comments on sites set out in Section 4 of this letter, including sites KS1, HG1 (1), SP14 1. and SP14 4.
Overall, we consider that the recognition of designated sites appears somewhat inconsistent in the deposit plan, although we recognise that much of this is done by the
Green Infrastructure Strategy (GIS) which incorporates the GIA.
It may be that Policy SP20 (together with addressing the meaning of “areas of high ecological value” will also go some way towards resolving the points we raise.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6643 Object

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

We welcome the inclusion of SP20 which recognises the importance of natural assets and aims to protect these. We also note that whilst reference is made to sites and areas of European, national and local importance (para. 6.402), this is not distinctly carried through within SP20 or within a specific detailed policy in the deposit plan. We advise that a more detailed policy for the Natural Environment (similar to DNP4 for the Historic Environment) could be included within the deposit plan and this should include reference to the protection of statutorily designated sites. Alternatively, SP20 itself could be updated to include reference to these in a similar manner to the approach taken to non-statutory designated sites provided by criterion 5 of SP20. We consider this would strengthen the deposit plan's alignment to section 6.4.3 of PPW12.

By adding a detailed policy for the wider protection of the natural environment, there is scope to ensure a clearer message within the deposit plan regarding the need for natural resources (including land, air, water and soils) in the Vale to be protected for themselves and the essential ecosystem services they deliver. This is opposed to merely preventing pollution (deposit plan Policy DNP5). Taking such an approach would enable an opportunity to add the consideration of Sustainable Management of Natural Resources (SMNR) into the plan policy framework rather than confining this to the deposit plan context (para 2.11) and the policy context of the GIS (page 53).

We note that Policy CC4: Renewable, Low and Zero Carbon Energy Generation is more distinct in seeking to safeguard a range of assets (including nature conservation interests and soil conservation interests) and we consider a similar policy approach may be useful for all development proposals.

Ensuring an SMNR approach will impact positively on the ground to safeguard and improve ecological networks and protect and enhance ecosystems, essential to meeting the nature emergency.

Topics we draw your attention to include river restoration where, in particular, the removal/remediation of physical modifications can make a significant impact upon water quality. The GIS provides scope to capture various projects and wider initiatives, including those based on catchment scale improvements and we welcome the opportunity to be continually involved in this work.

We note and welcome the recognition of nature-based solutions within Policies SP16, SP19 and SP20 and in detailed Policy CC6.

With regards to natural assets and water resources, we consider that specific reference to water quality is lacking within the strategic and/or detailed policies. Whilst we note that water quality is mentioned within criterion 9 of Policy SP16, we consider the deposit plan should include more direct reference to the Water Framework Directive.

We consider there is an opportunity for SP20 to be updated to ensure developments protect water quality and quantity. Alternatively, as mentioned above, this could fit within a detailed policy for the protection of the natural environment. Please note also that, referring to paragraph 6.404 and 6.405, the requirements for developments to demonstrate NBB is based on PPW12, rather than The Environment (Wales) Act 2016.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6652 Comment

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

KEY SITES
A masterplan or spatial biodiversity or GI plan should demonstrate the retention, provision and enhancement of essential areas for protected species. It should ensure that individual site-based habitat provisions are not designed in isolation but considered in association with nearby sites to demonstrate how habitat connectivity and resilience will be provided both across the site and to the wider landscape. Note that functional separation of public open space and areas for biodiversity compensation may be required. Suitable buffers will need to be applied to any woodland and retained or created habitats on site. A sensitive lighting strategy will also likely be required for these sites. This point was raised previously during our review of the strategic candidate sites (ref: CAS-234819-C1V3, dated 4th October 2023).

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6790 Comment

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

In principle, Persimmon support the objective of Policy SP20 which intends to protect and enhance biodiversity and ecosystem resilience. However, in the interests of soundness we believe the proposed requirement relating to biodiversity enhancement should be reframed to ensure it remains consistent with national policy. In particular, the policy should clarify that development proposals are expected to deliver biodiversity betterment in a manner that is proportionate to the scale and nature of development and consistent with national guidance. The wording should avoid introducing a requirement for a specific or quantified biodiversity net gain approach that goes beyond the national policy framework. Ensuring that the policy reflects the approach set out in Planning Policy Wales 12 will provide greater certainty for applicants and decision-makers while still providing sufficient comfort in securing the requisite biodiversity improvements.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

7034 Comment

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

Areas of High Ecological Value
As previously noted within our preferred strategy response (Ref: CAS-244275-Q4F4, dated: 14th February 2024), the deposit plan continues to make reference to avoiding areas of 'High Ecological Value' (criterion 1 of SP20). We have not been able to establish where these areas are or how their ecological value is being determined. We consider this issue needs to be clarified and ideally a definition provided.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

7202 Support

Document Element: SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

The above Policy is in accordance with Chapter 6 PPW.
The approach is supported and dovetails with SP19.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

7203 Comment

Document Element: DNP1 - SPECIAL LANDSCAPE AREAS

Respondent: H Jones, L Sungur and P John [3741]

Agent: Herbert R Thomas Commercial Agents Cardiff

Summary:

Fferm Goch is one of the settlements that remains fully within and covered by the Upper and Lower Thaw Valley Special Landscape Area (SLA). It is noted that in such settlements, while there have been amendments to the identified settlement boundary (inclusion of HG4 (4) rural affordable led housing allocation) this has not affected the SLA designation in these areas. There is no unacceptable harm to the SLA of the Upper and Lower Thaw valley.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3m6

6924 Object

Document Element: Dyffryn Basin & ridge slopes;

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Barratt Redrow object to the continued inclusion of Swn Y Coed within the Dyffryn Basin & Ridge Slopes - 5 Special Landscape Area (SLA) under Policy DNP1.

As highlighted in Background Paper BP28 – Special Landscape Areas, Paragraph 1.8, the Council considers that the SLA as defined in the 2008 'Designation of Special Landscape Areas - Final Report' remain relevant, up-to-date, and based on current best practise and have therefore not undertake a review of the report to inform the emerging Replacement Local Development Plan (RLDP).

Whilst the Authority have not sufficiently updated their evidence base, the site was subject to a detailed review as part of the Candidate Site submission by Soltys Brewester Landscape which highlighted that the site is located on the edge of land subject to Dyffryn Basin and Ridge Slopes SLA. This designation is 'underpinned' by LANDMAP Areas St Nicholas and Bonvilston Ridge Slopes, (VLFGLVS614) and St Nicholas and Bonvilston Ridge Crest (VLFGLVS271), both evaluated as High.

However, the vast majority of the designated land will fall outside the visual envelope for the Swn Y Coed site and there will be no change to the key characteristics of the SLA or the LANDMAP areas to the west or to the north of the site boundary.

A noted characteristic of the SLA relates to the prominence of the sloping edge, (i.e. St Nicholas and Bonvilston Ridge Slopes, (VLFGLVS614), within views from Wenvoe Valley to the east.

The visual appraisal establishes that site development has
the potential to partially change the appearance of this edge within available views.

However, opportunities for GI provision within the site including retention and enhancement of the existing boundary hedges and trees which has the potential to minimise any visible change. Furthermore, as illustrated on the submitted masterplan, the existing hedges and field pattern within and around the site will be key structural elements guiding and sub-dividing the development form.

When considered in the context of the extensively wooded nature of the slopes visible to the east, any visible change to valley slope characteristics is likely to be very marginal and visually insignificant within the study area.

Moreover, the illustrative masterplan includes measures that will assist with GI mitigation and enhancement, including SUDs features, accessible landscape buffers and green spaces.

Therefore, it was concluded that from a landscape and visual perspective the site has the ability to suitably incorporate residential development and include GI enhancements, to assist with its visual integration, as a visually appropriate extension to Wenvoe, and should be
removed.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

6791 Support

Document Element: Cwrt-yr-Ala Basin.

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon support the revision of the Cwrt-yr-Ala Basin Special Landscape Area (SLA) to reflect the allocation of key site (HG1KS2 North of Dinas Powys off Cardiff Road) as per Policy DNP1.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

5433 Support

Document Element: DNP2 – GREEN WEDGES

Respondent: Mr Chris Moreton [1338]

Summary:

Support the proposal for green wedges

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5725 Object

Document Element: DNP2 – GREEN WEDGES

Respondent: Mr David Entwistle [3264]

Summary:

The protection and boundaries of these green wedge areas is currently too weak and open to change too easily such as the change proposed to accommodate housing at the North West Barry site. The boundary at the North West Barry site has been changed simply to allow for easier development of housing. It seems the council is caving to panic around the need for new housing. There has been no other change to the environment or urban growth of the area. This is not an acceptable reason to change the boundaries.

Change suggested by respondent:

The green wedges need greater protection and movement of the boundaries should only be considered as an absolute last resort. The boundaries and green wedges should only be moved after considerable public consultation and other avenues for development have been tried.

Sound: No

Attachments: None

6188 Comment

Document Element: DNP2 – GREEN WEDGES

Respondent: Ms Lucie Taylor [2506]

Summary:

SF&G recognise the importance of green wedges and other countryside land, for food production and suggest safeguarding land accordingly, aligned with housing growth. Our communities face challenges like poor health, climate change, and inequality, with a fragile food system vulnerable to shocks. The Welsh Government Community Food Strategy (2025) aims to develop diverse local food networks. Supportive policies are needed for small-scale horticultural farms to enable essential infrastructure, moving away from strict scrutiny and towards recognising genuinely necessary structures for agriculture, ensuring resilient and sustainable local food businesses.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6945 Support

Document Element: DNP2 – GREEN WEDGES

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members supported the avoidance of coalescence with adjacent settlements through the reconfirmation of Green Wedges as it allows for relevant extensions to those settlements whilst allowing them to retain their identity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

4681 Object

Document Element: Between Dinas Powys, Penarth

Respondent: Mr Tim Griffiths [2578]

Summary:

Keeping all green wedge land and sticking to the proposal and not moving the goalposts to suit

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6792 Support

Document Element: Between Dinas Powys, Penarth

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Persimmon support the revision to the green wedge between Dinas Powys, Penarth and Llandough, at Policy DNP2 (1) which has been amended to reflect the key site allocation HG1KS2 North of Dinas Powys.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

7019 Object

Document Element: Between Dinas Powys, Penarth

Respondent: Lidl GB Limited [1459]

Agent: CarneySweeney

Summary:

POLICY DNP2 – GREEN WEDGES

Lidl objects to the inclusion of land at Penlan Road, Llandough (see Site Location Plan, drawing no. 3744 F420) within the Green Wedge designation under Policy DNP2. The site forms a distinct and enclosed parcel of land on the north-eastern edge of the designated Green Wedge, and its physical characteristics demonstrate that it does not serve the strategic purposes of the wider designation.

The northern and western boundaries are formed by Llandough Hospital, including the hospital access road and surface car parking, which clearly separate the site from the wider Green Wedge. The southern boundary is defined by residential properties along Corbett Road and the Merrier Harrier public house. The south-western and western boundaries are formed by further residential properties within Llandough. As such, built development extends beyond the site in multiple directions, meaning it does not contribute to the open land between settlements that Green Wedges are intended to protect.

The site is physically and visually contained with strong, defensible boundaries. Its close association with existing built form means that it does not exhibit the level of openness required for Green Wedge designation under PPW or BP27. BP27 requires Green Wedge boundaries to include only land that must remain open in the long term. When assessed against the four-stage SE Wales Green Wedge methodology, the site performs weakly. In terms of openness (Stage A), the site has low perceived openness as it is enclosed by development. Under development pressure (Stage B), the influence of surrounding built form means the site is already urban in character. In relation to Green Wedge purposes (Stage C), the site does not materially contribute to preventing coalescence, safeguarding open countryside, or protecting the setting of an urban area. The conclusion (Stage D) is therefore that the site's inclusion within the Green Wedge is anomalous.

Recent decisions in the emerging RLDP, such as the allocation of HG1 KS2, demonstrate that selective Green Wedge boundary amendments are acceptable where supported by evidence. Not all areas within the current designation are equally sensitive, and the site represents one of the least sensitive parts.

The Council's own evidence further supports the suitability of the land for development. The site does not lie within the Special Landscape Area that covers much of the remaining Green Wedge, highlighting its lower landscape sensitivity. The Candidate Site Assessment (BP18a examined the wider parcel (Site ID 400) for housing and concluded that it would form a natural extension to the Llandough settlement boundary. It noted that the land would represent an incursion only if less sensitive sites could not be delivered and discounted the site solely because housing need had been met elsewhere, not due to landscape or Green Wedge harm. This confirms the Council recognises the land is capable of development. The same land can therefore appropriately meet other evidenced needs, including retail provision.

In separate representations, Lidl is promoting land to the south of Llandough Hospital via 'RDLP New site submissions'. It is considered that the site can be developed in a low-impact, landscape-led and sensitively designed manner that respects its transitional position between the urban edge and the wider Green Wedge. A modest single storey medium sized foodstore delivers a built form that can sit comfortably below surrounding tree lines and hospital structures. A comprehensive landscape strategy, including reinforced boundary planting, native woodland edge enhancement, and carefully designed building can soften building edges, strengthen the site's defensible boundaries, and integrate the scheme with its surroundings. The development would therefore appear as an infill of the existing urban area, rather than any intrusion into the open countryside, and can be designed to maintain the wider Green Wedge's openness and character by delivering a strong defensible physical boundary which prevents any further development beyond the site.

As set out in separate representations the Council's Retail and Leisure Study (BP13) identifies a clear quantitative and qualitative need for a medium to larger supermarket within Zone 5, alongside notable levels of convenience expenditure leakage to Zone 3 (Cardiff). The promoted site is well positioned to intercept this leakage, meet the identified convenience floorspace requirement, and provide improved local convenience retail provision for Llandough/Penarth. There is, therefore, a clear needs-based justification for release of this parcel of land from the Green Wedge designation.

Change suggested by respondent:

The Green Wedge boundary should be amended at this location to remove the promoted site from Policy DNP2 (Green Wedge designation) and from the Proposals Map. In parallel, the settlement boundary defined by Policy SP2 should be realigned to include the promoted site, reflecting the site's physical relationship with existing development, its defensible boundaries, and its suitability to meet an evidenced strategic retail need.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rm
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rn
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4ry
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rp
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4rq
Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/4sr

4683 Support

Document Element: North West of Sully;

Respondent: Mr Tim Griffiths [2578]

Summary:

Keep all existing green wedge land as proposed and no moving the goalposts as and when to suit

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6688 Object

Document Element: North of Wenvoe;

Respondent: Powells (Mr Stuart Leaver, Head of Planning & Land Promotion) [887]

Summary:

Green Wedges are typically designated where there is demonstrable development pressure and where reliance solely on settlement boundaries would not be sufficient to maintain the desired urban form. Their purpose is therefore strategic rather than absolute: they are intended to guide the form and direction of development rather than impose a blanket prohibition on all development.

The Council's own Green Wedge Background Paper (BP27) assesses the land surrounding Culverhouse Cross as part of Green Wedge MG18 (3) – North of Wenvoe. The study divides the designation into a number of parcels (NW1, NW2 and NW3) and assesses their contribution against the five Green Wedge purposes.

Importantly, the assessment demonstrates that land immediately adjoining the urban edge of Culverhouse Cross does not perform a uniformly strong Green Wedge function.

For example, Parcel NW1 – which lies adjacent to the commercial and highway infrastructure associated with Culverhouse Cross – is identified as making only a weak contribution to the purpose of preventing settlement coalescence and a weak contribution to protecting the setting of the urban area, with an overall contribution rating of Moderate.

Similarly, Parcel NW2 – which also lies adjacent to the settlement edge – is assessed as making only a moderate contribution to preventing settlement coalescence and managing urban form, while again making only a weak contribution to protecting the setting of the settlement.

The study explicitly notes that some parcels around Culverhouse Cross do not lie within a gap where coalescence between settlements would occur, and therefore make only a limited contribution to that purpose.

These findings are important because they demonstrate that the Green Wedge designation in this location performs a varied and nuanced role rather than representing land of uniformly high strategic importance.

Importantly, the Green Wedge assessment itself acknowledges that the area around Culverhouse Cross experiences development pressure due to its relatively sustainable location on the western edge of Cardiff and its strong highway accessibility.

In this context, it is necessary for the development plan to strike a balance between protecting the strategic purposes of the Green Wedge and responding to identified housing needs.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/35v

6925 Object

Document Element: North of Wenvoe;

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Overall, Barratt Redrow maintain their objection to the inclusion of the Swn Y Coed site within Green Wedge 3 - North of Wenvoe under Policy DNP2.

Barratt Redrow have reviewed BP27 Green Wedges and consider that the assessment under NW2 does not consider nor reference the fact that the site at Swn Y Coed relates to the context of built development at Wenvoe and is very well-contained by both mature woodland and landform and possesses strong intervisibility with the northern edge of Wenvoe. Instead, BP27 looks to discuss the southern boundary of Culverhouse Cross and the association with the wider countryside.

From a landscape and visual perspective, the site has the ability to suitably incorporate residential development and include GI enhancements, to assist with its visual integration, as a visually appropriate extension to Wenvoe. Moreover, the development of the site immediately adjoining the existing settlement boundary at Wenvoe would not detract from the purpose of the wider Green Wedge.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch

4682 Object

Document Element: Between Barry and Rhoose;

Respondent: Mr Tim Griffiths [2578]

Summary:

All green wedge land to be kept as proposed and no moving of goalposts as and when to suit

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5402 Object

Document Element: Between Barry and Rhoose;

Respondent: Emma Reed [2653]

Summary:

Weycock Cross and land around Model Farm should be included in the Green Wedge to prevent coalition of the village of Rhoose and Barry

Change suggested by respondent:

See above

Sound: No

Attachments: None

5438 Object

Document Element: Between Barry and Rhoose;

Respondent: Mrs Susan Evans [712]

Summary:

This should be maintained as is. It should not be infringed by development near Weycock cross or at Model Farm which is proposed in other parts of the plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5727 Object

Document Element: Between Barry and Rhoose;

Respondent: Mr David Entwistle [3264]

Summary:

The boundary of the green wedge has been changed here for this proposed LDP. It seems the council is caving to pressure and panic in order to develop new housing and altering boundaries and seeking to develop into green wedges as an easy solution. This is not acceptable. These boundaries such as surrounding the proposed North West Barry housing development site are being moved against the majority wishes of Vale residents.

Change suggested by respondent:

Boundary and green wedge movements should only be an absolute last resort. Stronger protections should be in place for them and movement/development should only be allowed to occur after all other avenues have been exhausted and considerable public consultation. Development of new housing cannot be at the expense of green wedges and green space. A clause preventing an ultimate growth at all costs policy should be in place.

Sound: No

Attachments: None

5808 Support

Document Element: Between Barry and Rhoose;

Respondent: Mrs Catherine Hart [879]

Summary:

I strongly support the maintenance of the green wedge between Barry and Rhoose. This avoids urban coalescence and is crucial to the local biodiversity and identity of the two places.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5937 Object

Document Element: Between Barry and Rhoose;

Respondent: Mr William Hart [1009]

Summary:

There is already a green wedge but the council has decided to develop it, which means they are worthless.

Change suggested by respondent:

Green Wedges should be permanent and all developments should be made around them.

Sound: No

Attachments: None

6120 Object

Document Element: Between Barry and Rhoose;

Respondent: Nadia Cooper [3478]

Summary:

The Technical Briefing Note misinterprets PPW by reducing green wedge policy to a distance test. The 2015 Inspector found this land integral to openness and separation. The site remains visually exposed, contributes to the rural setting of Barry and forms part of a continuous landscape corridor. The case for moving the GW boundary is weak and would set a damaging precedent.

Change suggested by respondent:

The plan should be scrapped altogether

Sound: No

Attachments: None

6148 Comment

Document Element: Between Barry and Rhoose;

Respondent: Mrs Jacky Williams [3343]

Summary:

The proposed development of the land to the South of Port Road West (Model Farm) reduces the 'green wedge' between Rhoose and Barry, in addition to reducing land available for wildlife and biodiversity. I note that, in document BP27, reference to 'amending the boundary', should it be required, when considering the proposed housing development in North West Barry and it remains to be seen how large or small the 'green wedge' will end up being and how, in effect, Barry will merge into Rhoose when more developments will be proposed in the future.

Change suggested by respondent:

I think that Planning permission for the development of Model Farm should not be granted.

Sound: No

Attachments: None

4892 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Linda Green [1072]

Summary:

I support the allocation of this area of land to a green wedge in order to protect the rural settlement of Llanmaes from development and coalescence with the town of Llantwit Major. Clarifying the status of this land will prevent future costly battles over development of all or part of it for retail or housing and ensure Welsh planning policy with regards open countryside, protection of conservation areas, avoiding the merger of town and village and respecting the strategic growth area are upheld.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5154 Support

Document Element: Between Llantwit Major and

Respondent: Mr Roger Drye [1614]

Summary:

It is imperative that a green wedge is created between the Llanmaes and Llantwit Major to prevent physical coalescence of the village and the town. It is vitally important to protect the conservation area from unwanted and damaging development in the very heart of the Vale of Glamorgan

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5256 Support

Document Element: Between Llantwit Major and

Respondent: Llantwit Major Town Council (Clerk) [230]

Summary:

We note the land between Llantwit Major and Llanmaes should serve as a green wedge and the provision of retail floorspace, both of which are appropriate.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5334 Support

Document Element: Between Llantwit Major and

Respondent: Mr Darren Green [3236]

Summary:

This Green Wedge is critical in supporting the Welsh Government planning policies around NOT coalescing Towns and Villages. This green wedge is essential in providing that separate from Llantwit Major Town and Llanmaes Village. I fully support this green wedge proposal.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5355 Support

Document Element: Between Llantwit Major and

Respondent: Mr Paul Garvey [3241]

Summary:

I live in Llanmaes and three things affect us directly from the RLDP and I'd like to comment on all three, if I may.

The first is the proposed Green Wedge between Llantwit Major and Llamaes. I very much support this proposal and the Llanmaes Community Council and the vast majority, if not all of our village does too. It fits very well with the National Plans for keeping the integrity of our precious Welsh villages. It would keep Lllanmaes safe from development, as per the adopted Management plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5380 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Carmel Meredith [3245]

Summary:

I support this proposal DNP2[6] for the following reasons:
Protection from intrusions into the countryside
Protects against the visual and physical coalescence between a village and a town.
Protects the setting of the Llanmaes Conservation Area as per the Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5428 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Carol Watts [3231]

Summary:

This land gives a green space between Llantwit Major and Llanmaes. If this green wedge is not kept, Llanmaes Village will become part of Llantwit Major town.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5432 Support

Document Element: Between Llantwit Major and

Respondent: Mr Chris Moreton [1338]

Summary:

Support this proposal to keep Llanmaes a conservation area, which is separate from Llantwit Major

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5463 Support

Document Element: Between Llantwit Major and

Respondent: Mr Phil Tandy [1625]

Summary:

Site ID 436 Proposal Number DNP2(6).
I support the proposal that the land between the village of Llanmaes and the Llantwit Major bypass be designated as a Green Wedge and protected from development. This will avoid degradation of the countryside and help to preserve the village character of Llanmaes and its Conservation Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5577 Support

Document Element: Between Llantwit Major and

Respondent: Ms Samantha Hall [1432]

Summary:

The allocation of this area as a green wedge will ensure that the village of Llanmaes remains separate from Llantwit Major supporting the principle of non-coalescence.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5601 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Anneliese Moreton [3305]

Summary:

Importance of protecting our countryside and separation of towns and villages
Protects further development on green rural land

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5639 Support

Document Element: Between Llantwit Major and

Respondent: Mr Derek Massey [3323]

Summary:

I strongly SUPPORT the proposal of this green wedge as this will protect against the visual and physical coalescence of the Town of Llantwit Major crossing the B4265 bypass road and creeping towards the Conservation Area of Llanmaes Village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5655 Support

Document Element: Between Llantwit Major and

Respondent: Mr Eamonn McGreevy [3326]

Summary:

1) Protection from intrusions into the countryside.
2) Protects against the visual and physical coalescence of Llantwit Major and Llanmaes.
3) Protects the setting of the Llanmaes Conservation Area as per the adopted Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5679 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Laura McGreevy [3330]

Summary:

Re: Green Wedges:
I SUPPORT the proposal that the land between Llanmaes village and Llantwit Major be designated as a Green Wedge and protected from development for the following reasons:
1) It will provide protection from intrusions into the countryside.
2) It will protect against the visual and physical coalescence of Llantwit Major and Llanmaes.
3) It will protect the setting of the Llanmaes Conservation Area as per the adopted Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5683 Support

Document Element: Between Llantwit Major and

Respondent: Mr Keith Lewis [2288]

Summary:

I am writing to State that I whole-heartedly support the above referenced proposal for the Green Wedge.

This wedge effectively separates Llantwit Major and Llanmaes in accordance with existing Planning Rules, preventing coalescence of Town and Village, protecting the existing Llanmaes Conservation Area and preventing an already busy junction from becoming a dangerous one.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/t4c

5690 Support

Document Element: Between Llantwit Major and

Respondent: Ms Ann Barnaby [1702]

Summary:

Totally in support of green wedges in particular the proposed new area at Llantwit Major/Llanmaes LM1 much of this site is a low valley sloping down to Llanmaes brook which is a rich and diverse wildlife corridor proven during many surveys to contain Otters amongst many others. Any development in this area would cause a coalescence of the settlements.

I am also in support of B1 Boverton being classed a green wedge.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5731 Support

Document Element: Between Llantwit Major and

Respondent: Mr Graeme Smith [3029]

Summary:

I strongly support designating this area as a Green Wedge in the RLDP Deposit Plan to prevent urban encroachment and protect the visual and physical separation of Llantwit Major and Llanmaes, including the Llanmaes Conservation Area. This green space faces significant development pressure, evidenced by recent housing, mixed-use, and retail proposals. The area scores highest among all Green Wedges in the Vale of Glamorgan, meeting the Welsh Government's designation purposes. I appreciate the RLDP team's positive evaluation and have no objections to most of the area's proposed boundaries, except for the tentative retail site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5737 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Linda Green [1072]

Summary:

The granting of a green wedge in this open countryside between Llanmaes and Llantwit Major will help prevent ongoing development proposals which, if granted, would contradict Welsh planning policy and result in not only the loss of open countryside but the joining of town and village (which will fall under two separate boundaries with regards local council), impact the conservation area result in ongoing pressure for furtehr retail development along this strip of land. The criteria appear well met in order to support this proposal.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5751 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Jacqueline Wright [3349]

Summary:

I SUPPORT THIS PROPOSAL IN THE HOPE THE LAND WILL BE PROTECTED FROM FUTURE DEVELOPMENT. IT WILL OFFER PROTECTION FROM INTRUSIONS INTO THE COUNTRYSIDE, IT WILL ALSO PROTECT AGAINST THE VISUAL AND PHYSICAL COALESCENCE OF A TOWN AND VILLAGE, IT WILL PROTECT THE SETTING OF THE LLANMAES CONSERVATION AREA AS PER THE ADOPTED MANAGEMENT PLAN

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5767 Support

Document Element: Between Llantwit Major and

Respondent: Rik Stevens [3360]

Summary:

I would like to express my support for the proposal to designate the land between the Village of Llanmaes and the Llantwit Major Bypass as a Green Wedge. Maintaining this land as protected open space is important in order to:
- Prevent the visual and physical coalescence of Llantwit Major and Llanmaes
- Protect the rural setting and landscape character of the area
- Preserve the setting of the Llanmaes Conservation Area
- Safeguard countryside from incremental development pressures
Designating this land as a Green Wedge is a sensible and necessary planning measure to ensure the long-term separation and identity of the two settlements and to maintain the character of the surrounding countryside.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representations - Redacted - https://valeofglamorgan.oc2.uk/a/t5j

5778 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Sue Stevens [2287]

Summary:

I support the designation of the Green Wedge between Llanmaes and Llantwit Major (Site ID 436 – Proposal DNP2(6)). Protecting this land is important to prevent the visual and physical coalescence of the two settlements, maintain the rural character of the area, and preserve the setting of the Llanmaes Conservation Area.

Change suggested by respondent:

Keep designation.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/t6v

5782 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Gail kirkham [1596]

Summary:

A green wedge between Llantwit Major and Llanmaes is of the utmost importance.it would prevent unsuitable development, like the disputed Lidl supermarket proposal, if it was strictly adhered to by councillors as well as officers, who have done their best to protect Llanmaes from opportunistic decisions by ill informed elected members.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5787 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Gail kirkham [1596]

Summary:

Please see my earlier comment. Green wedge between Llantwit Major and Llanmaes absolutely essential as is education for elected members to prevent them riding roughshod over council policies in a shift attempt to curry favour with certain Llantwit Najor residents.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5828 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Julie Massey [3390]

Summary:

I fully support the proposal of the green wedge North of the B4265 as this will protect against the visual and physical coalescence of the Town of Llantwit Major merging over the bypass road and creeping towards the protected Conservation Area of Llanmaes Village.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5924 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Caroline Smith [3388]

Summary:

I strongly support this designation as it will
a) protect the visual and physical separation of urban town and rural village,
b) avoid further loss of rural open landscape and agricultural amenity as it is currently under pressure from proposals to build a retail site on the land,
c) protect the biodiversity of the area within and beyond this parcel of land.
This wedge identification scores a maximum for green wedge criteria as outlined by the Welsh Government. I support all appropriate aspects of the boundaries assigned by the RLDP except for the tentative retail site.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5938 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Susan Tandy [1626]

Summary:

Conservation/Green Wedge Site ID 436. Proposal Number DNP2(6)
I fully support the adoption of this site as a green wedge between Llantwit and Llanmaes, in order to protect this area of rural land against urban encroachment and to prevent coalescence between the town of Llantwit ad the village of Llanmaes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t9f

5947 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Janet Harris [1846]

Summary:

I would strongly support the proposal for a 'green wedge' for the land between the village of Llanmaes and the Llantwit major bypass, but this should also include the land currently under proposal for the above retail development site. This would protect this land from further hostile development proposals, protect the intrusion into the countryside and the setting of the Llanmaes Conservation Area and protect the village against physical and visual coalescence with a town, protecting its rural and village character. It would protect the setting of the Llanmaes Conservation Area as per the adopted Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/t9p

5951 Support

Document Element: Between Llantwit Major and

Respondent: Mr Richard Cobourne [3440]

Summary:

I support the proposal for a green wedge conservation area protecting it from development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/t9q

5991 Support

Document Element: Between Llantwit Major and

Respondent: Mr & Mrs Alison and Richard Leach [2143]

Summary:

I attended the consultation at CF61 about the RLDP and was advised to write to you with my comments. I was pleased to see that in the RLDP that the fields adjacent to the LLantwit Major Bypass (site ID 436 Proposal number DN2(6) is designated as a Green wedge That application was made by our Community council and I fully support this proposal. the reasons they gave and I agree with this , are that protection of the open country side, protects against the coalescence of the town and our rural village, and protects the setting of the conservation area, which I live in.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3xk

6064 Support

Document Element: Between Llantwit Major and

Respondent: Mr Philip Taylor [3439]

Summary:

It is important to support villages and towns with the correct level of development. Green Wedges will help protect their identities and give protection to where development should not occur.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6070 Support

Document Element: Between Llantwit Major and

Respondent: Andrew Jack [3465]

Summary:

I support Proposal Number ID 436 Number DNP2 (6), for the Conservation /Green Wedge to prevent the coalescence of Llanmaes and Llantwit Major and hence preserve the unique village amenity of the Llanmaes setting which is enjoyed by residents of both locations and the many walkers, runners and cyclists who daily frequent the village and adjoining countryside.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - Redacted - https://valeofglamorgan.oc2.uk/a/3t4

6100 Comment

Document Element: Between Llantwit Major and

Respondent: Richard Hughes [3475]

Summary:

All of the land between the village of Llanmaes and the Llantwit Major by-pass should be dedicated to a Green Wedge and thus exempted from any development. It is important to resist a coalescence between town and village. Any single development would undermine the principle of countryside protection and provide a precedent for further intrusions. The Llanmaes Conservation area should be protected. I understand that, at present, the site of the proposed retail development is unprotected, pending the outcome of the Inquiry. Granting permission for the store to be developed would undermine, render pointless the idea of coalescence-avoidance and countryside protection.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/td4

6130 Comment

Document Element: Between Llantwit Major and

Respondent: Ms Ann Barnaby [1702]

Summary:

I have already commented on this site under the 'green wedge' proposal which I support.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6200 Support

Document Element: Between Llantwit Major and

Respondent: Mr Colin Arnold [2871]

Summary:

I believe that this proposal is necessary to ensure that there is not 'urban creep' of Llantwit Major into the rural vale. Llanmaes is a separate community and whilst currently part of the Llantwit Major electoral organisation will not be in the future. Llanmaes is a rual community with agricultural traffic and regular horse movements through the village and joining onto Llantwit Major would have a significant detrimental effect on the village. This green wedge would protect the setting of the Llanmaes Conservation Area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6224 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Jan Arnold [3499]

Summary:

I support this proposal because I don't want Llanmaes and Llantwit Major to become one amorphous mass. Llanmaes is a rural village and should be kept that way. It also protects the Llanmaes conservation area.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6256 Support

Document Element: Between Llantwit Major and

Respondent: Mr Noel Harris [2148]

Summary:

I would strongly support the proposal for a 'green wedge' for the land between the village of Llanmaes and the Llantwit major bypass, but this should also include the land currently under proposal for the above retail development site. This would protect this land from further hostile development proposals, protect the intrusion into the countryside and the setting of the Llanmaes Conservation Area and protect the village against physical and visual coalescence with a town, protecting its rural and village character. It would protect the setting of the Llanmaes Conservation Area as per the adopted Management Plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3j5

6266 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Bethan Pocock [3268]

Summary:

I support establishing a Green Wedge between Llantwit Major and Llanmaes to protect Llanmaes' rural character, historic sites, and listed buildings. The Green Wedge will prevent coalescence with Llantwit Major and preserve Llanmaes as a small, thriving village with agricultural roots. It is accessed via narrow lanes used by pedestrians, cyclists, horse riders, and agricultural traffic. This measure aligns with the Boundary Commission’s proposed changes and aims to maintain Llanmaes as part of a network of small villages.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3kb

6291 Support

Document Element: Between Llantwit Major and

Respondent: Robert Turner [3525]

Summary:

The land between the Village of Llanmaes and the Llantwit Major Bypass should be designated as Green Wedge , us villages don't won't Llantwit Major joining our village.
Protects the conservation area as previously mentioned by CADW.
and should restrict building work of any description as this should remain Greenfields for the beauty on views of our countryside and Historical Church.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/tf9

6309 Support

Document Element: Between Llantwit Major and

Respondent: Eve Turner [3535]

Summary:

A Green wedge area should be designated between Llanmaes and Llantwit Major bypass, Which would protect the Llanmaes conservation area & also Protect our Countryside .

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Representation - https://valeofglamorgan.oc2.uk/a/3mf

6332 Support

Document Element: Between Llantwit Major and

Respondent: Richard Leach [3544]

Summary:

I was pleased to see that in the RLDP that the fields adjacent to the LLantwit Major Bypass (site ID 436 Proposal number DN2(6)) is designated as a Green wedge. That application was made by our Community council and I fully support this proposal. The reasons they gave and I agree with this, are the protection of the open country side, protects against the coalescence of the town and our rural village, and protects the setting of the conservation area.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/thx

6372 Support

Document Element: Between Llantwit Major and

Respondent: Mr Hayden Pocock [3561]

Summary:

Conservation/Green Wedge - land between Llantwit Major and Llanmaes Ste ID 436 Proposal Number DNP (6)

In order to preserve the conservation status of Llanmaes as a small rural village community with agriculture as its mainstay, there must be no risk of coalescence with Llantwit Major. Llanmaes has a distinct identity meaning that, the setting up of this Green Wedge is essential.
Llanmaes is a small , but thriving community accessed from Sigingstone, St Mary Church, St Athan, Eglwys Brewis, and indeed Llantwit Major by a network of narrow unclassified lanes. These are enjoyed by walkers, horse riders, cyclists and of course shared by motor vehicles, including numerous working agricultural traffic. The proposed Green Wedge would serve to conserve this village as part of a network of small villages , which it is important to preserve, and is of particular relevance as Llanmaes will form part of a group of villages as part of the Boundary Commission's recommended changes.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qn

6376 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Jaqueline Hughes [3563]

Summary:

1. Conservation / Green Wedge - Land between Llantwit Major and Llanmaes [Site ID 436 Proposal Number DNP6(6)]
I would like to endorse this proposal: it ensures that the Llanmaes Conservation Area is protected. It prevents the coalescence of urban and rural environments, namely Llantwit Major and Llanmaes. The fields included in the Green Wedge create an important, peaceful transit zone into Vale lanes and countryside much loved and appreciated not only by Llanmaes residents but also (dog) walkers, runners, cyclists and horse riders who regularly visit this area. The Green Wedge would allow the continuation of a valuable asset that supports the wellbeing of villagers and visitors. Should fields not be protected this would open the floodgates to speculative development and loss of further green space.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3mq

6387 Support

Document Element: Between Llantwit Major and

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

1. Green Wedge/Conservation DNP2 Site 6 Land between Llantwit Major and Llanmaes
Llanmaes Community Council strongly supports this allocation (originally proposed and promoted by ourselves) within the RLDP Deposit Plan. This designation protects this area of open countryside against intrusions from the urban form. It also protects against the visual and physical coalescence of the Town of Llantwit Major and the Village of Llanmaes and protects the setting of the Llanmaes Conservation Area consistent with its adopted Management Plan. Development pressure on this strip of green space is significant as evidenced by the various housing, mixed and retail proposals made to date as part of the RLDP process. Having studied the background papers on the allocation of Green Wedges throughout the Vale of Glamorgan we note that this area scores the highest of all the Green Wedges across the county, including the five existing ones, as recorded in RLDP Background Paper 27 and tested against the Welsh Government's five purposes for designation of a Green Wedge. Therefore, we are very grateful to the RLDP team for their positive evaluation of this site for this classification. We also note the adjustments made to the area covered by the Green Wedge between that originally proposed by ourselves and that in the Deposit Plan and with the exception of the tentative retail designation of the Bridge House Farm parcel we have no objections to these.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4s3

6408 Support

Document Element: Between Llantwit Major and

Respondent: Mr David Harris [2291]

Summary:

Land between Llantwit Major and Llanmaes Site ID 436 Proposal
DNP2(6). I fully support this to create a green wedge between the village of Llanmaes and the Llantwit Major By Pass for the following reasons.
Protects the land from future development
Llanmaes is a village and rural community and Llantwit Major is a town and urban community and it is important that coalescence does not exist between these two communities
Protects the views from the Llanmaes Conservation Area as detailed in the Vale of Glamorgan adopted conservation management plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4ss

6416 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Julie Garvey [3578]

Summary:

The conservation /green wedge between Llantwit Major and Llanmaes must be kept to protect the countryside and separate a village and a town. Further development of the village would be disastrous. The proposal of a supermarket would be detrimental to a village and the infrastructure could not cope with increased traffic and heavy goods vehicles delivering to the supermarket.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3nk

7021 Support

Document Element: Between Llantwit Major and

Respondent: Mrs Linda Green [1072]

Summary:

I support the proposal of a green wedge.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

7055 Object

Document Element: Between Llantwit Major and

Respondent: Mr and Mrs Merchant [3736]

Agent: Geraint John Planning Ltd

Summary:

We object to the green wedge designation between Llantwit Major and Llanmaes, specifically the inclusion of the West Croft site.

It is considered the assessment for this green wedge is not soundly based. The decision to include the West Croft site is not justified given its clear relationship with the village and the absence of development pressure. A more appropriate, evidence-led boundary is therefore put forward, following clear defensible physical features by adjusting the northern edge of the Green Wedge to correspond with Llanmaes Brook.

Change suggested by respondent:

Change to Green Wedge boundary.

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3gf

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3gx

7178 Object

Document Element: Between Llantwit Major and

Respondent: Anthony Cowling [3739]

Agent: Geraint John Planning Ltd

Summary:

These representations to the Deposit Plan object to the green wedge designation between Llantwit Major and Llanmaes, specifically the inclusion of the 'Glebelands at Llanmaes' site.
It is considered the assessment for this green wedge is not soundly based. The decision to include the Glebelands site is not justified given that the intentions of the green wedge can be maintained with the omission of our clients site. A more appropriate, evidence-led boundary is therefore put forward, following clear defensible physical features by adjusting the northern edge of the Green Wedge to correspond with Llanmaes Brook.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zg
Email representation redacted - https://valeofglamorgan.oc2.uk/a/3ps

7179 Object

Document Element: Between Llantwit Major and

Respondent: Representative Body of the Church in Wales [1180]

Agent: Geraint John Planning Ltd

Summary:

These representations to the Deposit Plan object to the green wedge designation between Llantwit Major and Llanmaes, specifically the inclusion of the 'Glebelands at Llanmaes' site.
It is considered the assessment for this green wedge is not soundly based. The decision to include the Glebelands site is not justified given that the intentions of the green wedge can be maintained with the omission of our clients site. A more appropriate, evidence-led boundary is therefore put forward, following clear defensible physical features by adjusting the northern edge of the Green Wedge to correspond with Llanmaes Brook.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zk
Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pt

7180 Object

Document Element: Between Llantwit Major and

Respondent: Rhian Reid [3740]

Agent: Geraint John Planning Ltd

Summary:

These representations to the Deposit Plan object to the green wedge designation between Llantwit Major and Llanmaes, specifically the inclusion of the 'Glebelands at Llanmaes' site.
It is considered the assessment for this green wedge is not soundly based. The decision to include the Glebelands site is not justified given that the intentions of the green wedge can be maintained with the omission of our clients site. A more appropriate, evidence-led boundary is therefore put forward, following clear defensible physical features by adjusting the northern edge of the Green Wedge to correspond with Llanmaes Brook.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zy
Email representation redacted - https://valeofglamorgan.oc2.uk/a/3qc

4725 Object

Document Element: DNP3 – GLAMORGAN HERITAGE COAST

Respondent: Mr James Osgood [1383]

Summary:

In its current form, I object to the Deposit RLDP insofar as it does not provide sufficient policy protection for the setting of the Glamorgan Heritage Coast, nor does it adequately address cumulative impacts and infrastructure fairness for villages such as Gileston and St Athan.

Change suggested by respondent:

I would urge the Council to strengthen the Plan by:

Explicitly protecting the setting of the Glamorgan Heritage Coast from inappropriate development

Sound: Not specified

Attachments: None

6749 Object

Document Element: DNP3 – GLAMORGAN HERITAGE COAST

Respondent: Hallam Land Management [854]

Agent: Savills

Summary:

Hallam suggest that the preparation of the RLDP provides the opportunity to define the extent of the Glamorgan Heritage Coast to respond to both the landscape value of certain sites but also the wider aspirations of the RLDP. If it is not within the gift of VoG to redefine the boundaries of the Glamorgan Heritage Coast through the RLDP then Hallam suggest that an additional element could be added to this policy to confirm that it does not apply to land which is allocated for development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3y3

7172 Support

Document Element: DNP3 – GLAMORGAN HERITAGE COAST

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

We would offer general support for this policy and consider this to provide flexibility which allows for certain forms of development.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

7173 Object

Document Element: DNP3 – GLAMORGAN HERITAGE COAST

Respondent: Wig Fach Property Company Ltd [2373]

Agent: Geraint John Planning Ltd

Summary:

We would suggest that the policy wording should be amended to reflect that 'housing' should be supported in the Glamorgan Heritage Coast, providing that the policy exceptions are met. Amendments are proposed as part of the policy to include "small scale housing" or something similar. This would ensure that suitable housing developments can be delivered in the Plan period, to meet the housing needs of the Vale of Glamorgan – particularly in respect of affordable housing.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Representation Form - Redacted - https://valeofglamorgan.oc2.uk/a/3zt
Cover Letter - Redacted - https://valeofglamorgan.oc2.uk/a/3z4
Candidate Site Submission - Allocation Prospectus - https://valeofglamorgan.oc2.uk/a/3z6
Housing Trajectory Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3z8
Preferred Strategy Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zv
Candidate Site Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zc
Deposit Plan Representations - Redacted - https://valeofglamorgan.oc2.uk/a/3zw

5788 Comment

Document Element: DNP4 - HISTORIC ENVIRONMENT

Respondent: Mrs Gail kirkham [1596]

Summary:

Any development on the green wedge between Llanmaes and Llantwit Major makes a mockery of this policy. Conservation areas need appropriate protection including from inappropriate development overlooking them.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6602 Comment

Document Element: DNP4 - HISTORIC ENVIRONMENT

Respondent: Mr David Barton [2683]

Summary:

LAs should adopt a Local List of Valued Buildings (Non-designated Heritage Assets).

Existing Action Plan if present for Designated and Non-designated Heritage Assets needs identifying and/ or establishing.

Era-style Buildings, especially rows of Georgian, Victorian and Edwardian architecture must be faithfully restored, retained and recreated to complement surrounding historic streets that may or may not be classed in official Conservation Areas preventing harsh contrast with newer built housing estates from the 1950s onwards.

Concerted efforts to identify and locate core suppliers for raw materials and specific heritage skills should encourage new uptake of these limited artisan craft skills by new contractors locally based to support the local economy, provide employment, and reduce the cost of product and service in the long-term.

Volunteer labouring assemblies should be fully encouraged and supported identifying key individual an group skillsets that can be utilised to protect historic buildings or areas at risk.

Simplified streamlined Planning Process for key stakeholders either working to authentically restore buildings and/ or build new ones.

Where there have been evolving building styles over years, eg. Combination of one or more: Georgian, Edwardian and Victorian, the style that best promotes the area, ie. One that has the majority era structures left or capacity size requirements as examples should be utilised by house builders.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation - https://valeofglamorgan.oc2.uk/a/33d

5761 Support

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mining Remediation Authority (Mrs Melanie Lindsley, Principal Planning & Development Manager) [3359]

Summary:

Although our records indicate that there is very limited coal mining legacy in the Vale of Glamorgan area we are still pleased to see that land stability is included as a criterion for Policy DNP5 when new development is proposed.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

5789 Support

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mrs Gail kirkham [1596]

Summary:

Absolutely necessary in the case of Llanmaes and the disputed Lidl development.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6150 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mrs Jacky Williams [3343]

Summary:

In Rhoose, the current infrastructure is insufficient for the current population. Any increase in housing provision must include a complete overhaul and upgrading of the sewage system before additional housing. In this day and age it is unacceptable to have sewage leaking into the ground drainage – as I understand happened recently when the road under the bridge at Fontygary flooded.
As I identified elsewhere, the additional housing at Readers Way, Rhoose would increase the risk of more instances of flooding where run off from the land already causes problems.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6232 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mrs Jan Arnold [3499]

Summary:

The flood alleviation scheme for Llanmaes has been mentioned sevral times in the RDLP but there are no specific details. Given the flooding that has taken place recently this scheme should be expedited with full details provided.

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6374 Object

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mr Hayden Pocock [3561]

Summary:

Flood Alleviation

A flood alleviation scheme for Llanmaes has been in place and, indeed, ground works were started but then abandoned following the Covid19 pandemic. The village drainage system combines sewage and rain water run off and is overwhelmed every winter after a period of wet weather. This year a number of homes suffered sewage overflows and raw sewage flooding on the Llanmaes recreation field is an annual event. In the case of the latter, the only place for the sewage to drain is into the brook and be carried via Boverton until it reaches Llantwit beach. Welsh Water have carried out various works over the last few years, including the deployment of pumps for weeks at a time, but the underlying problem is not really addressed.
Llanmaes needs the flood alleviation scheme to be re-instated.

Change suggested by respondent:

Llanmaes Flood Alleviation Scheme, should be included in the RLDP.

Sound: Not specified

Attachments: None

6379 Object

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mrs Jaqueline Hughes [3563]

Summary:

Flood Alleviation
Llanmaes residents should still not have to rely on floodgates as their only means of defence in the face of heavy rainfall. The much discussed but never fully implemented Flood Alleviation Scheme, should be included in the RLDP. In addition, if the ill conceived retail development at Bridge Farm is rejected, this land, plus the Green Wedge, could be used for ecologically sustainable tree planting.

Change suggested by respondent:

Llanmaes Flood Alleviation Scheme, should be included in the RLDP.

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3ns

6390 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Llanmaes Community Council (Mrs C Alexander, Clerk) [240]

Summary:

4. Flood Alleviation – proposals for Flood Alleviation for Llanmaes Village
The need for a flood alleviation scheme for Llanmaes is acknowledged on several occasions in the Deposit Plan but unfortunately there are no specific proposals therein. The Community Council would firstly like to record our appreciation of the continued acknowledgement of the need for a Flood Alleviation Scheme for Llanmaes and would urge the Vale of Glamorgan Council to redouble its efforts with the Welsh Government to revive this, currently shelved, project.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4st

6411 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mr David Harris [2291]

Summary:

4. Flood alleviation
Flood alleviation for Llanmaes is acknowledged in the plan but no action is proposed. This has been ongoing for over 20 years resulting in a number of houses suffering from flooding resulting in a physical and emotional impact on the community. This matter need to be urgently actioned.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/3qh

6538 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Mr & Mrs Alison and Richard Leach [2143]

Summary:

Finally I want to talk about the flood alleviation scheme, we are affected by this as part of the project is over our land in Siginstone lane. The RLDP mentions several times but no response has been forth coming. The village floods and for many many years The council and the Welsh government have put in funding in 2023, the Welsh government allocated £3,090,855 and in 24/25 £16,000 to solve this. Nothing has yet happened, indeed in the RLDP it is mentioned extensively that the village floods but we cannot see what specific directions have been made to resolve this problem. I urge the Vale council to liaise with the Welsh government about bringing this forward and mention in the deposit plan.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation Redacted - https://valeofglamorgan.oc2.uk/a/4rs

6849 Comment

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Taylor Wimpey [386]

Agent: Savills

Summary:

Taylor Wimpey consider the inclusion of 'the loss of the best and most versatile agricultural land' to be at odds with the other elements listed, where unlike the others mentioned, the loss of agricultural land would have limited, if any, impact on people, residential amenity and property.

It is acknowledged that the loss of BMV agricultural land may impact the VoG's overall amount of high quality agricultural land, however this should be assessed against the existing high level of BMV agricultural land within the County. The extent to which its loss is considered "unacceptable" should be subject to the planning balance against the overriding need for affordable housing and local housing need. Consideration towards the farming business case and economic viability are also required within the planning balance. In the case of Land West of Swanbridge Road, the loss of BMV agricultural land remains the only constraint that cannot be overcome, as noted in the Candidate Site Assessment. Whilst the loss of high quality agricultural land should be avoided, Taylor Wimpey consider that where the merits of the Site are overwhelmingly in favour for sustainable residential development in a suitable and logical location, Policy DNP5 should not stand in the way of housing delivery.

Whilst Taylor Wimpey support the clause within the draft policy: "Where impacts are identified the Council will require applicants to demonstrate that appropriate measures can be taken to minimise the impact identified to an acceptable level. Planning conditions may be imposed, or legal obligation entered into, to secure any necessary mitigation and monitoring processes." However, in the context of BMV agricultural land, it is not clear how the mitigating measures, in the form of planning conditions or legal obligations, can be applied. This reinforces the earlier view that the inclusion of 'the loss of the best and most versatile agricultural land', as currently worded within the draft policy, is at odds with the other elements listed where mitigation strategies for pollution can be suitably conditioned.

Change suggested by respondent:

Taylor Wimpey consider the inclusion of 'the loss of the best and most versatile agricultural land' to be at odds with the other elements listed, where unlike the others mentioned, the loss of agricultural land would have limited, if any, impact on people, residential amenity and property.

The extent to which its loss is considered "unacceptable" should be subject to the planning balance against the overriding need for affordable housing and local housing need. Whilst the loss of high quality agricultural land should be avoided, Taylor Wimpey consider that where the merits of the Site are overwhelmingly in favour for sustainable residential development in a suitable and logical location, Policy DNP5 should not stand in the way of housing delivery.

It is not clear how the mitigating measures, in the form of planning conditions or legal obligations, can be applied to loss of BMV land.

Sound: Not specified

Attachments:

Redacted Deposit Representation Form - https://valeofglamorgan.oc2.uk/a/3c8
Redacted Candidate Site Rep Form - https://valeofglamorgan.oc2.uk/a/3c9
Redacted Candidate Site Rep Form 2 - https://valeofglamorgan.oc2.uk/a/3cv
Redacted ISA HRA Representation Form - https://valeofglamorgan.oc2.uk/a/3cb
Redacted Supporting Evidence - https://valeofglamorgan.oc2.uk/a/3g5

6971 Support

Document Element: DNP5 – ENVIRONMENTAL PROTECTION

Respondent: Dwr Cymru Welsh Water : Developer Services (Mr Dewi Griffiths, Development Growth Officer) [1741]

Summary:

We welcome provisions within the policy to protect the natural environment from unacceptable impact from pollution of land, surface water, ground water and the air as well as flooding risks.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/4rz

5502 Comment

Document Element: DNP6 – QUIET AREAS

Respondent: Professor Andrew Vincent [920]

Summary:

It would be very nice to have some quiet and tranquil places in Barry, the busiest and most potentially noisy settlement in the RLDP. I wonder why only Penarth is deserving of such places? Puzzling

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6946 Comment

Document Element: DNP6 – QUIET AREAS

Respondent: Penarth Town Council (Mr Pete Newton, Principal Policy, Innovation and Development Officer) [1125]

Summary:

Members noted that the Quiet Area provision under DNP6 only applies to Penarth and wished to know why this was the case.

Change suggested by respondent:

Members noted that the Quiet Area provision under DNP6 only applies to Penarth and wished to know why this was the case.

Sound: Not specified

Attachments:

Email Representation - https://valeofglamorgan.oc2.uk/a/3d5

6203 Support

Document Element: DNP7 – DARK SKIES

Respondent: Mr David Ambrose [3488]

Summary:

It is vital in relation to SP20 - BIODIVERSITY AND ECOSYSTEM RESILIENCE that proposals for external lighting (including security lighting, amenity lighting, illuminated advertisements and lighting associated with highways, car parks, sports facilities and commercial and industrial operations) will only be permitted where it has been demonstrated that the lighting proposed has no adverse impacts on biodiversity and ecological connectivity or visual and landscape character;

Change suggested by respondent:

-

Sound: Not specified

Attachments: None

6623 Comment

Document Element: DNP7 – DARK SKIES

Respondent: South Wales Police – Secured by Design Officer (Ms Julie Odgers, Designing Out Crime Officer) [694]

Summary:

Secured by Design can assist with ensuring that the built environment in all its forms is designed to reduce the opportunity of Violence Against Women and Girls (VAWG) and contribute to such places feeling safe, to live, work and socialise. South Wales Police would ask that Designing Out Crime Officers are involved at the pre planning stage to discuss and be able to make recommendations in relation to lighting.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3k5

6646 Support

Document Element: DNP7 – DARK SKIES

Respondent: Natural Resources Wales (NRW) (Paige Minahan, Advisor - Development Planning) [692]

Summary:

We welcome Policy DNP7 of the deposit plan, which recognises the importance of preserving the natural darkness of the night sky and minimising light pollution, which we consider to be important in limiting adverse impacts upon local biodiversity and ecological
connectivity.

Change suggested by respondent:

-

Sound: Not specified

Attachments:

Email representation redacted - https://valeofglamorgan.oc2.uk/a/3pq

6793 Comment

Document Element: DNP8 – SEVERN ESTUARY RECREATIONAL PRESSURE

Respondent: Persimmon Homes (East Wales) [1068]

Agent: Boyer Planning

Summary:

Policy DNP8 seeks to address recreational pressure on the Severn Estuary Special Area of Conservation, Special Protection Area and Ramsar Site. Whilst Persimmon appreciate the overarching purpose in its current form the proposed policy lacks sufficient supporting information explaining how it will operate in practice. The supporting text suggests that key details relating to mitigation delivery, including mechanisms such as Suitable Alternative Natural Greenspace and wider access management measures, will be set out in future Supplementary Planning Guidance. Deferring these important details until later down the line creates uncertainty at the plan-making stage and makes it difficult to assess whether the policy is sound, effective and/ or capable of being implemented on a consistent basis.

The policy also provides no clear threshold or criteria for determining what level of activity would constitute “visitor pressure” or an “adverse impact” on the integrity of the designated sites. Similarly, the evidence demonstrating what level of impact residents moving into new homes across the Vale of Glamorgan will generate additional recreational pressure on the Severn Estuary does not appear to have been quantified to date. While a 12.6 km recreational catchment is referenced, the supporting text does not clearly explain the evidence or methodology underpinning this distance. Moreover, the proposed text also fails to set out how new residential development will be assessed in terms of measurable impacts on the European site and thus the scope of mitigation that would subsequently be required.

From a practical standpoint this level of uncertainty is concerning given the implication of this policy are unable to be fully assessed due to the lack of evidence. For instance, if development sites within the catchment are expected to contribute financially towards mitigation measures, then the scale and mechanism of those contributions must be clearly established as part of the plan-making process. Without this clarity, there is a risk that Policy DNP8 could introduce unforeseen costs and extensive time delays, potentially affecting the viability and overall deliverability of proposed housing sites. The cumulative impact of which would then undermining the plan’s ability to meet its housing requirements and risk finding the RLDP unsound.

Change suggested by respondent:

The scale and mechanism of any contributions must be clearly established as part of the plan-making process.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/38r

6926 Comment

Document Element: DNP8 – SEVERN ESTUARY RECREATIONAL PRESSURE

Respondent: Barratt Redrow Homes [2669]

Agent: Boyer Planning

Summary:

Policy DNP8 seeks to address recreational pressure on the Severn Estuary Special Area of Conservation, Special Protection Area and Ramsar Site. Whilst Barratt Redrow appreciate the overarching purpose in its current form the proposed policy lacks sufficient supporting information explaining how it will operate in practice. The supporting text suggests that key details relating to mitigation delivery, including mechanisms such as Suitable Alternative Natural Greenspace and wider access management measures, will be set out in future Supplementary Planning Guidance. Deferring these important details until later down the line creates uncertainty at the plan-making stage and makes it difficult to assess whether the policy is sound, effective and/ or capable of being implemented on a consistent basis.

The policy also provides no clear threshold or criteria for determining what level of activity would constitute “visitor pressure” or an “adverse impact” on the integrity of the designated sites. Similarly, the evidence demonstrating what level of impact residents moving into new homes across the Vale of Glamorgan will generate additional recreational pressure on the Severn Estuary does not appear to have been quantified to date. While a 12.6 km recreational catchment is referenced, the supporting text does not clearly explain the evidence or methodology underpinning this distance. Moreover, the proposed text also fails to set out how new residential development will be assessed in terms of measurable impacts on the European site and thus the scope of mitigation that would subsequently be required.

From a practical standpoint this level of uncertainty is concerning given the implication of this policy are unable to be fully assessed due to the lack of evidence. For instance, if development sites within the catchment are expected to contribute financially towards mitigation measures, then the scale and mechanism of those contributions must be clearly established as part of the plan-making process. Without this clarity, there is a risk that Policy DNP8 could introduce unforeseen costs and extensive time delays, potentially affecting the viability and overall deliverability of proposed housing sites. The cumulative impact of which would then undermining the plan’s ability to meet its housing requirements and risk finding the RLDP unsound.

Change suggested by respondent:

The scale and mechanism of any contributions must be clearly established as part of the plan-making process.

Sound: Not specified

Attachments:

Email Representation - Redacted - https://valeofglamorgan.oc2.uk/a/3ch