

**ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT**  
**FOR THE PLANNING COMMITTEE**  
**TO BE HELD ON 21 JANUARY, 2021**

<b>Page</b>	<b>Application</b>	<b>Location</b>	<b>Item No.</b>	<b>Description</b>
P.1	2020/00874/RG3	St. Nicholas Church In Wales Primary School, St. Nicholas	<b>A.</b>	Comment from Community Cllr Ian Perry regarding settlement boundary and clarification / correction of officer's report.
			<b>B.</b>	Various additional emails / correspondence from local representatives raising concerns regarding traffic issues, inaccuracies in the report, active travel proposals, and concerns with impacts on Conservation Area.
P.54	2020/00954/CAC	St. Nicholas Church In Wales primary School, St. Nicholas	<b>C.</b>	Email from Community Councillor Ian Perry, response from St Nicholas with Bonvilston Community and Ruth Evans raising concerns with the CAC.
P.93	2020/01232/RG3	Land to the rear of Nos 2 to 4, School Houses, St. Cyres Road	<b>D.</b>	Dwr Cymru Welsh Water Comments – recommend additional informatives added to Decision Notice.

## MATTERS ARISING FOR COMMITTEE

A.i

COMMITTEE DATE : 21 JANUARY, 2021

<b>Application No.:</b> 2020/00874/RG3	<b>Case Officer:</b> Mrs Emma Watkins
<b>Location:</b> St. Nicholas Church In Wales Primary School, St. Nicholas	
<b>Proposal:</b> Proposed replacement primary school including additional nursery provision and associated works	

**From: Community Councillor Ian Perry**

### Summary of Comments:

Identifying 'untrue and misleading' statement in the committee report. Email dated 17.1.21 and received on 18.1.21. Email with images copied in full here.

### Officer Response:

Members are advised that there is an error in the section of the report titled 'Site and Context' as identified in the email from Community Councillor Ian Perry. The relevant text can be found on page 2 just above 'Description of Development'. The published paragraph states:

The application site sits wholly within the defined settlement boundary for St Nicholas. The southern part of the site, where the existing school is located, is within the St Nicholas Conservation Area. The area to the north of the application site is open fields and is designated Special Landscape Area (SLA). Public Right of Way No.2 St Nicholas (status – Footpath) runs parallel to the eastern boundary of the site.

For clarity, this is an error in the officer's report. Please ignore the above and refer to revised paragraph below:

The application site lies partially within the existing settlement boundary of St Nicholas and the SLA as shown in the plan of the settlement boundary below:



The southern part of the site, where the existing school is located, is within the St Nicholas Conservation Area. The area to the north of the application site is open fields and is designated Special Landscape Area (SLA). Public Right of Way No.2 St Nicholas (status – Footpath) runs parallel to the eastern boundary of the site.

Members should also note the following paragraphs replace the 'Principle of Development' section of the officer's report:

The site already accommodates the St Nicholas CIW Primary School and since the proposed land use is the same and the site is located partially within and adjoining the settlement boundary, the redevelopment of the site for its continued use as a school is considered acceptable. The settlement boundary follows the logical boundary behind the neighbouring residential properties in St Nicholas and behind the existing school building, excluding the area to the north of the school i.e. the existing school playing fields. Furthermore, the boundary of the Special Landscape Area (SLA) cuts across the existing school site and to the rear of existing residential properties and behind the existing school building such that part of the application site extends into the designated SLA (Policy MG 17 refers).

The proposed location of the new school and associated playing fields will result in part of the proposed development being outside of the defined settlement boundary and within an area of designated SLA. LDP Policy MD1 (Location of New Development) requires that new development on unallocated sites should: (inter alia) have no unacceptable impact on the countryside; reinforce the role and function of [...] the minor rural settlements as key providers of [community] facilities; where appropriate promote new [community facilities] in the Vale of Glamorgan. With this in mind, the existing site is a school and associated playing fields, and its development including the new buildings extending outside the line of the settlement boundary would satisfy this policy as the development clearly relates to and supports the role and function of the St. Nicholas settlement. Any future review of settlement boundaries in an LDP review would address this anomaly.

With regard to the SLA, this is a strategic landscape designation and one that considers wider landscape impacts. The part of the proposal which extends into the SLA will be viewed in the context of the existing settlement of St Nicholas and will not fundamentally impact the value of the SLA.

Therefore the development of this site for this use is considered to be acceptable subject to the other policy considerations set out below.

**Action required:**

Members to note content of the representation and officer response.

**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry [REDACTED]  
**Sent:** 17 January 2021 16:14  
**To:** Watkins, Emma (Agency)  
**Cc:** Marles, Debbie; Bird, Jonathan (Cllr)  
**Subject:** Untrue and misleading statements in Final Report

**Categories:** Matters Arising for 21.01.21

Dear Emma,

Please would you act immediately to remove the following from the [Final Report](#) to the Planning Committee meeting of January 21.

**The statement "The application site sits wholly within the defined settlement boundary for St Nicholas." is false.** Below is the map provided by the Vale of Glamorgan Council that clearly shows where the settlement boundaries are. The plan (pictured below the Settlement Boundary Map) of the proposed school clearly shows roughly 50% of the proposed building standing outside of the Settlement Boundary.

100% of the proposed building is in the SLA. This means that the sentence, "The area to the north of the application site is open fields and is designated Special Landscape Area (SLA)." is misleading.

The Final Report needs to be withdrawn, and a new, corrected report circulated to members of the planning committee on Monday, as residents could believe that Officers are deliberately misleading members of the Planning Committee. This **bringing the Vale Council into disrepute**. This sort of basic "mistake" (I presume it is a mistake) should not occur. Please would you also immediately circulate a correction and apology to all members of the Planning Committee, copying in myself/the Community Council.

**Ian**

Chair - St Nicholas with Bonvilston Community Council





My House

My Nearest

My Maps

Search for a location:

Postcode/house number





## MATTERS ARISING FOR COMMITTEE

**COMMITTEE DATE : 21 JANUARY, 2021**

<b>Application No.:</b> 2020/00874/RG3	<b>Case Officer:</b> Mrs Emma Watkins
<b>Location:</b> St. Nicholas Church In Wales Primary School, St. Nicholas <b>Proposal:</b> Proposed replacement primary school including additional nursery provision and associated works	

### From and Summary of Comments:

1. Email 1 – from Tim Knowles to all members of the Planning Committee, attaching objection letter from 23.11.21. Email dated 16.1.21 and received on 18.1.21. Email and attachment copied in full here.
2. Email 2 – from Community Councillor Ian Perry to Conservation and Design Officer regarding impacts on the conservation area. Email dated 17.1.21 and received on 18.1.21. Email copied in full here.
3. Email 3 – from Community Councillor Ian Perry to Head of Planning raising concerns regarding a statement on page 29 of the committee report referring to ‘broad support’ in regard to Active Travel. Email dated 17.1.21 and received on 18.2.21. Email copied in full here.
4. Email 4 – from Community Councillor Ian Perry continuing dialogue regarding the concerns raised in Email 4 regarding ‘broad support’ in regard to Active Travel. Email dated 18.1.21 and received on 19.1.21. Email trail copied in full here.
5. Email 5 – from Community Councillor Ian Perry to Operational Manager Highways raising issues with regards to consideration of highways and in particular consideration of all users of the highway. Email dated 18.1.21 and received on 19.1.21. Email with images copied in full here.
6. Email 6 – from Community Councillor Ian Perry to Case Officer referring to agricultural vehicle movements in the context of the proposed one way system (responding to a request for clarification from case officer because photographs not previously received). Email dated 18.1.21 and received on 19.1.21. Email with images copied in full here.
7. Email 7 – Email from Bryan Davies attaching photographs to show parking when school in normal operation with 122 pupils register (included images 1 to 5) Email dated 19.1.21 and received on 19.1.21. Photographs attached here.

## **B.ii**

8. Email 8 – Email from Bryan Davies attaching photographs to show parking when school in normal operation with 122 pupils register (included images 6 to 10) Email dated 19.1.21 and received on 19.1.21. Photographs attached here.
9. Email 9 – Email from Community Councillor Ian Perry submitting additional comments from St Nicholas with Bonvilston Community Council with a sustained objection to the planning application. Email dated 19.1.21 and received on 19.1.21. Comments attached here in full.
10. Email 10 – Email from Ruth Evans raising serious concerns about the impact of this proposal on traffic and pedestrian safety on the A48 and within that part of the village surrounding the school. Email dated 19.1.21 and received on 19.1.21. Email copied in full here.

### **Officer Response:**

1. The proposals for highway mitigation have been outlined in the committee report and reviewed by the Highway Authority (HA). The HA comments have been produced in full as Appendix A of the committee report along with suggested conditions for further details to be submitted.
2. The proposed improvements to the pedestrian environment are yet to be submitted. These details have been required by condition and the details will be considered in the context of the St Nicholas Conservation Area. Members to note that some of the highway improvements may not require planning permission.
3. The reference to 'broad support' is an officer opinion given the policy support for Active Travel enhancements generally. To clarify the report is not suggesting 'broad support' from the community.
4. The reference to 'broad support' is an officer opinion given the policy support for Active Travel enhancements generally. To clarify the report is not suggesting 'broad support' from the community.
5. The adopted roads throughout the village are part of the historic fabric of this rural settlement and all are of restricted width which were never designed to cater for the larger vehicles which exist today, including larger farm equipment and HGV's. The roads throughout the village currently allow two-way with no parking restrictions incorporated at this time.

Where road widths are generally restricted at specific locations so as not to accommodate two-way traffic then it may be the case that motorists may have to show caution and exercise appropriate consideration for oncoming traffic and give way as necessary to maintain traffic flows. This is not uncommon in rural environments or rural settlements. Any parked vehicles which prevent access along the adopted roads may be causing an obstruction and this would be the case if the roads were maintained as two-way or designated one-way for whatever reason.

Any obstructions being caused would be a matter for the police to investigate and deal as they consider appropriate. If a one-way system (informal or formal) was to be introduced for whatever reason then this would likely reduce any potential for congestion caused by oncoming traffic meeting along roads of restricted width and therefore assist with traffic issues identified. Any potential parking issues that could potentially give rise to congestion would need to be given suitable consideration

### **B.iii**

whether the road was two-way or one-way and appropriate parking restrictions could be considered to deal.

Utility works on occasions require temporary road closure to be implemented for utility or other maintenance works where the section of highway is of insufficient width to safely accommodate and maintain traffic flows whilst such works are ongoing. This is not an unusual situation in many rural towns and villages and usually alternative access arrangements / diversions are provided. Where such works impact schools then the council will normally liaise with relevant utility companies to ensure road closures do not significantly impact school operations and this may involve programming works outside school opening closing times, during school holidays wherever practicable unless such works are deemed as emergency.

6. Please refer to point 5 above.
7. Please refer to attached photographs.
8. Please refer to attached photographs
9. Please refer to additional response from St Nicholas with Bonvilston Community Council.
10. The proposals for highway mitigation have been outlined in the committee report and reviewed by the Highway Authority (HA). The HA comments have been produced in full as Appendix A of the committee report along with suggested conditions for further details to be submitted.

#### **Action required:**

Members to note content of all attachments and officer responses.

**Watkins, Emma (Agency)**

---

**From:** Tim Knowles [REDACTED]  
**Sent:** 16 January 2021 17:03  
**To:** Bird, Jonathan (Cllr); Gray, Benjamin T (Cllr); Birch, Rhiannon (Cllr); Cave, Christine A (Cllr); Drake, Pamela (Cllr); Driscoll, Vincent P (Cllr); Edwards, Stewart T (Cllr); Hodges, Nic P (Cllr); Johnson, Ian (Cllr); Kemp, Gordon C (Cllr); Morgan, Michael J (Cllr); Rowlands, Leighton O (Cllr); Thomas, Neil C (Cllr); Wilkinson, Margaret R (Cllr); Williams, Edward (Cllr); Wilson, Mark R (Cllr); Wright, Marguerita (Cllr)  
**Cc:** Watkins, Emma (Agency); Bryan Davies; Paul Williams; Geoff Howell; Ian Perry; [REDACTED]  
**Subject:** Planning Committee - 21 January 2021 - St Nicholas CIW Primary School - 2020/00874/RG3  
**Attachments:** 201123 - L to VoGC - objections.pdf  
**Importance:** High  
**Categories:** Matters Arising for 21.01.21

Dear Planning Committee Member

At the meeting on 21 January 2021, the Planning Committee will consider the Planning Report ("the Report") relating to the proposed rebuilding and expansion of St Nicholas CIW Primary School.

The critical planning issue for the Committee to consider is whether the narrow roads in the centre of the village can accommodate the huge increase in school-generated vehicles resulting from the proposed expansion, particularly during the afternoon closure period when cars arrive up to 30 minutes before closure time. The vehicles generated by the existing school already saturate the village causing serious parking problems. **The increase cannot be accommodated.**

The proposed mitigation measures, including a mandatory one-way system, are ill-considered and unworkable. **Fundamental problems have not been addressed.** The Report recommends that these fundamental problems should be the subject of conditions to a planning approval on the false premise that solutions will be found before occupation of the expanded school. **It will be too late after contracts have been placed and building commenced.**

If it were possible to find satisfactory and workable solutions to the problems, there has been adequate time for the Applicant to develop such solutions and present them in support of the Application. The Applicant has failed to do so because the highway infrastructure of the village is wholly unsuitable for an institution generating a large volume of vehicles in two periods each school day. **This situation will not change while the expanded school is being built.**

At each stage of the process since July 2019, a substantial proportion of the residents of the central area of St Nicholas who would be affected by the proposed expansion have submitted objections to and their deep concerns about the proposals. Fully argued reasons for the objections have been largely ignored by the Applicant and have not been adequately reflected in the Report.

Following objections to the original Transport Assessment dated June 2020 ("the TA"), the Applicant submitted the Transport Assessment – Addendum dated October 2020 ("the Addendum"). Instead of seeking solutions to the

serious problems identified by residents to the proposals in the TA, the Applicant chose to deflate artificially the estimated growth in pupil-generated vehicles from 133% to 33% and, thus, under-estimate to a substantial degree the extent of the problems. In particular, the Addendum estimated that 29 pupils would walk over 2 kms each way every day from Bonvilston and “wider locations”. **This stretches credibility and is pure fantasy.** The Addendum, including the proposed one-way system with a **single dangerous exit** onto the A48, was seriously flawed. Detailed reasons in support of this contention were set out in my objection letter dated 21 October 2020 (link on page 6 – item 13 of the Documents section on the Council’s website).

The comments by the Highway Authority dated 16 November 2020 (“the HA Response”) (reproduced in Appendix A to the Report) are based on acceptance of the artificially deflated estimate of the traffic increase. Thus, **the HA Response fails to address the full extent of the problems.** Following review of the HA Response, I submitted a letter dated 23 November 2020 describing five fundamental problems with the traffic proposals (with questions to be answered) and six other issues which required consideration. **I request that you please read the attached copy of my letter** which describes these problems and issues in detail. Copies of the letter were sent to the Applicant and the Highway Authority. Notwithstanding the importance of the outstanding problems and issues identified in the letter, no action was taken to address those problems. The Report fails to draw attention to the letter or to its contents.

In summary, the five fundamental problems for which answers have not been provided by the Applicant are:

- Where are the off-site parking spaces for the large number of vehicles which will arrive before the afternoon closure time?
- The proposed circulation of excess vehicles around the church is unworkable and, in the absence of parking space, pupils cannot be collected. The vehicles will be obliged to exit onto the A48 then re-enter the one-way system at the western end of School Lane.
- The proposed single exit onto the A48 at the post box is dangerous due to lack of visibility. The proposed solution of warning signage is wholly inadequate. Every time a vehicle exits, there would be danger of a serious accident.
- If there is a single entrance to the centre of the village, how will emergency vehicles gain access to the school and residential properties when School Lane is congested in the morning opening and afternoon closure periods?
- Where will construction workers’ vehicles be parked during the construction period?

I ask you to request the Applicant to provide satisfactory solutions to the above fundamental problems and satisfactory answers to the six other issues set out in my letter dated 23 November 2020 **before considering the grant of planning permission.** The recommendation in the Report for outstanding major traffic issues to be the subject of conditions to a planning approval is wholly inappropriate. If, as expected, satisfactory solutions cannot be found, **it will be too late after contracts have been placed and building commenced.**

Finally, the Council published on its website late on 14 January 2021 an email dated 16 December 2020 from the Chair of the Governors of the School requesting an early decision on the Application. I do not question the educational concerns expressed in that email. However, the Planning Committee is responsible for considering planning matters not educational issues. **There was a failure by the Applicant and the School to consult residents at an early stage.** Residents were not informed of or included in the original Consultation (Table 1 of the Consultation Document dated 18 March 2019). After most residents became aware of the proposals in July 2019, when the Consultation Response Report dated 12 June 2019 was published, 44 objections were submitted relating to traffic concerns. Instead of addressing these concerns at that stage and consulting residents about their concerns, the Governing Body’s response in the Objection Report dated August 2019 was that the Consultation focused on the educational merits of the proposal and that the statutory planning process was the time “to examine planning concerns including traffic, access and parking...”. Subsequently, residents have engaged at each stage of the planning process (Pre-Application Consultation, the original proposals in the TA and the amended proposals in the Addendum)

but **the deep concerns of residents have been largely ignored** and inadequately drawn to the attention of the Planning Committee in the Report.

**Unless and until the Applicant provides satisfactory solutions to the traffic and parking issues, I urge you to refuse the Application and not allow it to proceed on the basis of planning conditions which are most unlikely to be properly met.**

Yours sincerely

Tim Knowles



CAE FFYNNON, 12 GER-y-LLAN, St NICHOLAS, CARDIFF, CF5 6SY

**BY EMAIL** – [REDACTED]

*Your ref.:* P/DC/EW/2020/00874/RG3

**23 November 2020**

Mrs Emma Watkins  
Planning Department  
The Vale of Glamorgan Council  
Dock Office  
Barry  
CF63 4RT

Dear Mrs Watkins

**Planning Application by Vale of Glamorgan Council (“the Council”) – Expansion of St Nicholas Church-in-Wales Primary School (“the School”)**

I refer to my letters dated 23 August and 21 October 2020 setting out my objections to the original planning application number 2020/00874/RG3 (“the Application”) and the revised plans and documents, particularly the Transport Assessment Addendum dated October 2020 (“the Addendum”), respectively.

I have reviewed the Highway Authority Observation Sheet dated 16 November 2020 (“the Highway Response”) representing the consultation response to the Application by the Highways Department of the Council in its role as Local Highway Authority. I reaffirm all of the objections set out in my letters dated 23 August and 21 October 2020. Many of the problems causing these objections are recognised by the Highway Response. I request that all my earlier objections be fully considered together with the further objections and comments made in this letter.

This letter refers to traffic and parking issues only. There are other outstanding objections to the Application submitted by residents of St Nicholas.

The Highway Response comments and makes recommendations in the context of an increase of 33% in school generated trips (item 2 of the Highway Response) which has been accepted at face value by the Highway Authority based on the estimates in Table 2-4 and paragraph 2.3.4 of the Addendum. **This is a substantial under-estimate.** It represents a reduction from the 133% increase in afternoon trips estimated in the original Transport Assessment dated June 2020 (“the TA”). A substantial part of this reduction is strongly disputed (item 2 of my letter dated 21 October 2020). The estimates in Table 2-4 are derived from desk-based theoretical nonsense bearing no resemblance to reality, without application of common sense and designed to deflate artificially the extent of the problem. In particular, 23 pupils from Bonvilston and 7 pupils from “wider locations” are not going to walk or cycle to / from the School.

Of the pupils in the existing school, only 15 reside within one mile (Table 5-1 of the TA). The expansion of the School will provide 24 nursery places and an additional 84 primary places (paragraph 2.2.1 of the Addendum). The two new residential developments in St Nicholas will eventually comprise 117 dwellings. These are estimated to require 33 primary places and 12 nursery places (paragraph 2.2.3 of the Addendum). Even on an assumption that all of the 24 nursery places will either be taken by residents of St Nicholas or that the start and finish times of the nursery will be significantly different from those of the primary school, this would mean that an estimated 48 of the 210 primary places would be taken by pupils living within one mile of the School. All of the remaining 162 primary places will be taken by pupils living over one mile from the School (including those in the new housing development at Bonvilston). A maximum of 30 pupils in the morning and 45 pupils in the afternoon will use the school bus (paragraphs 5.2.3 & 5.2.6 of the TA).

The only realistic mode of travel for 132 pupils in the morning and 117 pupils in the afternoon will be as car passengers. **Any suggestion that primary pupils living over one mile from the School (including those living in Bonvilston) would walk or cycle in both directions (mainly along the A48) is pure fantasy.** Even assuming that none of the pupils residing within one mile of the School would travel by car (even in bad weather), there would be a minimum of 94 car trips (in each direction) in the morning and 84 car trips in the afternoon based on the factor of 1.4 pupils per vehicle (paragraph 5.2.10 of the TA). **These car journeys represent increases of 32 trips (52%) in the morning and 33 trips (65%) in the afternoon over the 62 and 51 trips, respectively, generated by the existing school (Table 5-2 of the TA).**

While the breakfast club may be expected to spread the arrival times of cars in the morning (Section 2 of Appendix A of the Addendum), the after-school clubs will have negligible impact on the critical afternoon closure period as they have low attendance and only operate from Monday to Wednesday (Section 3 of Appendix A of the Addendum).

The Highway Response has recognised some of the traffic and parking problems which would be created or exacerbated by the latest proposals in and supporting the Application (“the Proposals”) and has identified some issues which require solutions to be found. However, by accepting at face value the discredited estimate of a 33% increase in car trips, the extent of the problems has been significantly under-stated. **Any proposals for solution or mitigation of the major problems must take full account of a realistic and robust estimate of the number of additional car trips and their impact on traffic flow both in the central part of the village and on the A48.** The very small number of available parking spaces is finite.



The Highway Response recommends that, if the Application is approved, a number of conditions should be applied. These conditions require matters to be approved either before development is commenced or before the beneficial use of the expanded school. While approval of details on various matters may be appropriate for inclusion in conditions of planning approval, **there are a number of fundamental problems relating to the Proposals which should be satisfactorily resolved before planning permission is recommended or granted.** If planning permission is granted, it will be too late to discover after commitments have been made or construction commenced or completed that one or more of these fundamental problems cannot be satisfactorily resolved.

Fundamental problems for which satisfactory and workable solutions are required include the following:

- A. In the afternoon closure period, there are insufficient appropriate parking spaces for pupil-generated vehicles for the existing school. There is already inappropriate parking (item 3 of the Highway Response). Some of the spaces (both appropriate and inappropriate) used at present will cease to exist under the Proposals. Examples include:
  - i. Any vehicle parked on Church Row to the south of the church would obstruct the one-way circulation around the church as the road is only 3.4 metres wide.
  - ii. On the north and west sides of Church Row to the west of the church by the proposed construction of footpaths (paragraph 4.4.2 of the Addendum).
  - iii. At and close to the positions of the proposed crossings over School Lane and Church Row (paragraph 4.4.2 of the Addendum).

Many of the small number of remaining spaces are and will be occupied by residents' and service vehicles.

It is estimated that there will be a minimum of 84 pupil-generated vehicles arriving in the afternoon closure period (see above) and almost all will arrive before closure time at 3.30 pm. A few vehicles (five in designated bays plus an unquantified number in the delivery bay – item 3 of the Highway Response) can be accommodated within the school grounds. These on-site spaces will be filled quickly by the first vehicle arrivals in the afternoon. Contrary to paragraph 3.2.5 of the Addendum, these vehicles will remain until school closure when the pupil will be collected. This leaves a surplus of about 75 vehicles needing to park off-site in order to pick-up the pupils as parents will be required to collect the pupils from the registration area inside the school building (paragraph 3.2.4 of the Addendum).

**Where will these vehicles park? The off-site parking spaces should be identified and quantified. The number identified will be very small. Of those identified, many will be unavailable as they will already be filled by residents' and service vehicles.**

- B. Figure 4-2 of the Addendum illustrates the proposed one-way system. Paragraph 4.3.2 of the Addendum stipulates that vehicles unable to use the on-site drop-off / pick-up facility will proceed past the School and will be permitted to circulate around the church in an endeavour to find an on-road parking space. As described above, there will be about 75 vehicles seeking to find one of the very small number of available spaces. These spaces will be filled by early arrivals in the afternoon and will not be vacated until the pupil has been collected after school closure. If the proposals in paragraph 4.3.2 are followed, this will leave a large number of vehicles continuously circulating around the church. School Lane and Church Row cannot accommodate all these vehicles and will become gridlocked. There will be a tail-back along the western end of School Lane and this will extend onto the A48. In practice, some vehicles are likely to stop inappropriately in the western end of School Lane to avoid passing the School and entering the circulatory system, thus blocking access from the A48 into School Lane at an even earlier stage.

Once vehicles have passed the School and entered the circulatory system around the church, they will not pass the entrance to the School again. If they cannot find a parking space (and most will not until well after school closure time), the only means of collecting the pupil from the School will be to exit the one-way system with a right-turn onto the A48 and a second right-turn at the western junction with School Lane in order to re-enter the one-way system.

Item 2 of the Highway Response requires a scheme for staggering start and finish times. Paragraphs 3.2.8 & 3.2.9 of the Addendum refer only to staggered drop-off times in the morning. The greater problems are in the afternoon. Minor variations of pick-up times in the afternoon for primary pupils will not resolve the issues described in this item B.

**The proposed circulation of vehicles around the church is unworkable.**

- C. Paragraph 4.3.2 of the Addendum proposes a single exit from the central area of St Nicholas onto the A48 at the unnamed road (at the post box). This is illustrated in Table 4-2 of the Addendum. Visibility at this exit is extremely limited. It is regarded by most residents as dangerous and is rarely used by them. Drivers of some vehicles (eg tractors) have no visibility. It is particularly hazardous for vehicles turning right onto the A48. Please refer to detailed comments at item 4(a) of my letter dated 21 October 2020. **If this proposal proceeds, it will place the lives of residents, pupils and their parents in danger on every occasion on which they leave the village by vehicle.**

Item 6 of the Highway Response acknowledges the lack of visibility but recommends only "...a scheme for warning signage to mitigate intensification of the proposed exit from St Nicholas...". **Warning signage is wholly inadequate. It is unacceptable to impose on residents the requirement to use this dangerous exit unless physical changes are made to provide adequate vision in both directions together with any other measures necessary to secure a safe exit.**

- D. Item 2 of the Highway Response acknowledges that School Lane becomes congested at drop-off and pick-up times. If the western junction of School Lane is made the only entrance to the central part of the village, **how will emergency vehicles gain access to the School and residential properties in that area?**

- E. Item 10 of the Highway Response sets out detailed matters to be included in a Construction Management Plan to be approved before commencement of development. These matters do not appear to include provision for parking of construction workers' vehicles. **Where will these vehicles be parked?**

There are the following additional traffic issues which should be considered before planning permission is recommended or granted:

1. When the western section of School Lane becomes blocked during the morning opening and afternoon closing periods, how will residents of properties along that section be able to leave or return to their properties?
2. Paragraph 4.4.2 of the Addendum proposes three pedestrian crossings on School Lane and Church Row. Will these be informal unmarked crossings or formal marked crossings in accordance with paragraphs 18 & 19 of the Highway Code? As there will be heavy traffic in front of the School and circulating around the church, how will the safety of children and other pedestrians be ensured, particularly along School Lane? Will lollipop attendants be employed at the crossings?
3. The Active Travel Route proposed in paragraph 4.4.2 of the Addendum includes the construction of a footpath along the northern side of Church Row in front of the church. Has the ownership of the land required for construction of the footpath been established and the feasibility of this proposal investigated?
4. Paragraph 4.5.1 of the Addendum stated that the Council was investigating the possibility of a connection between Cae Newydd and Ger-y-Llan. Has this investigation been completed and, if so, what was the result? Unless the feasibility of this proposal can be established, it should not be given any credibility in supporting the Application.
5. As it is proposed that there will be a single entrance to the central part of the village at the western junction of the A48 and School Lane and a single exit at the post box, how will vehicles enter or leave, respectively, in the event of blockage of School Lane, the eastern end of Church Row or the unnamed road due to an accident or roadworks (planned or unplanned)?
6. The original proposal assumed that most of the pupil-generated traffic would arrive from and return to the east (Table 5-5 of the TA). Under the revised proposals in the Addendum, a significant proportion of the vehicles will arrive from and return to Bonvilston and the west. Item 2 of the Highway Response recognises that there may be delays to traffic entering School Lane from the A48. Traffic queues on the A48 may involve both west-bound and east-bound traffic, including during the morning peak period.

The Proposals, including the pedestrianisation of the eastern end of School Lane, are entirely based on the introduction of a one-way system in the form described in paragraphs 4.3.1 & 4.3.2 of the Addendum. The one-way system in that form is ill-conceived, dangerous and unworkable for the reasons set out in my letter dated 21 October 2020 and in this letter. Planning permission on the basis of the Application supported by the Proposals should be neither recommended nor granted. The defects in the Proposals are fundamental and not matters of detail. It would be entirely wrong for the resolution of these fundamental problems to be relegated to conditions to be resolved and approved following the grant of planning permission. This would lead to revised proposals which would be approved by Officers of the Council without the opportunity for comment by residents and without consideration by the Planning Committee.

Yours sincerely

A black rectangular box redacting the signature of Tim Knowles.

**Tim Knowles**



**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry [REDACTED]  
**Sent:** 17 January 2021 20:20  
**To:** Thomas, Peter DJ  
**Cc:** Watkins, Emma (Agency)  
**Subject:** St Nicholas Conservation Area

**Categories:** Matters Arising for 21.01.21

Dear Peter,

The final proposal for St Nicholas CIW School goes for determination on Thursday. I am greatly concerned that the proposal includes footways on land owned by the Community Council, at the heart of the Conservation Area, the Village Green in front of the church. Three crossings would also be painted onto the street hahahahaha!!!! When I stop laughing, I realise that this is supposed to be a professional document making a case for changes in the real world. This information is on pages 26-28 of the document for the Planning Committee meeting on January 21.

Please would you take a serious look at the proposed footways and crossings in the area around the Village Green. Footways consisting of concrete slabs, or a bitumen surface, would appear totally inappropriate. I am sure that the community would appreciate your opinion submitted to the planning consultation on this matter. Many residents believe the proposals would be **desecration of our Conservation Area**.

Best regards,

*Ian*

Chair - St Nicholas with Bonvilston Community Council

**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry [REDACTED]  
**Sent:** 17 January 2021 21:09  
**To:** Goldsworthy, Marcus J  
**Cc:** Marles, Debbie; Bird, Jonathan (Cllr); Watkins, Emma (Agency)  
**Subject:** False Claim in document of "Broad Support"?

**Categories:** Matters Arising for 21.01.21

Dear Marcus,

I am very concerned with the statement at the top of page 29 of the report for the Planning Committee meeting on January 21.

What evidence is there to support the sentence, "There is broad support for the mitigation measures outlined and the encouragement for Active Travel provision and measures to secure a modal shift."?

Within the village around the church, I am aware of no support for any pedestrianisation, nor the removing of parts of the Village Green to provide footways, nor the proposed crossings. I believe it would be quite a serious matter if Members of the Planning Committee were misled by a statement in a report by Officers that suggests **broad support** from residents for a scheme that is receiving many objections - I have copied in Debbie Marles hoping for clarification on this. Statements like this may bring the Vale Council into **disrepute**.

The so-called Active Travel proposals would mean agricultural vehicles like that pictured below would no longer be able to enter or exit the village, nor would larger delivery vehicles. I do not know personally of a single resident in this part of the village who is in favour of this, especially those facing loss of earnings and access to fields.

Please explain to me, so I may inform shocked residents, where this "broad support" comes from. If you are unable to evidence the claim in the report, the report should be withdrawn. A correction and an apology must be circulated to all Members of the Planning Committee and the Community Council.



*Ian*

Chair - St Nicholas with Bonvilston Community Council



**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry [REDACTED]  
**Sent:** 18 January 2021 10:14  
**To:** Robinson, Victoria L; Goldsworthy, Marcus J  
**Cc:** Marles, Debbie; Bird, Jonathan (Cllr); Watkins, Emma (Agency)  
**Subject:** Re: False Claim in document of "Broad Support"?

**Categories:** Matters Arising for 21.01.21

It's not clear in the wording that there isn't "broad support" from the community, and in fact strong opposition.

Why is the broad support of Officers for Active Travel relevant to this planning application? The same Officers that have unlawfully blocked east-west Active Travel connections south of St Nicholas?

Are you aware that legal action will be taken against the Vale Council should the proposal proceed? You cannot block off access to dwellings, and agricultural businesses.

You have to admit that the proposals are unworkable. When residents are not laughing at the Vale Council and hapless Officers, we are **furious!**

The agricultural vehicle pictured in my previous email has no alternative access in or out of the village. Lorries accessing dwellings use the access that's proposed to be closed because the others are too small.

Repeatedly, residents are ignored. Not on subjective points, but on the physical realities of the real world.

*Ian*

---

**From:** Robinson, Victoria L [REDACTED]  
**Sent:** Monday, January 18, 2021 9:43:04 AM  
**To:** Goldsworthy, Marcus J [REDACTED]; Cllr Ian Perry [REDACTED]  
**Cc:** Marles, Debbie [REDACTED]; Bird, Jonathan (Cllr) [REDACTED]; Watkins, Emma (Agency) [REDACTED]  
**Subject:** RE: False Claim in document of "Broad Support"?

Dear Cllr Perry,

I have reviewed the section of the report you have referred to and it seems clear to me that the officer is outlining her own opinion i.e. officer's are broadly supportive of the measures outlined to encourage Active Travel, which should come as no surprise given the policy support for Active Travel enhancements generally. I do not think there is any inference in this sentence that is suggesting 'broad support' from the community – there is no mention of the community or public in this section. But to clarify this, we will report your comments and a note of clarification to Committee as a Matters Arising note.

Regards,

Victoria Robinson  
 Operational Manager for Planning and Building Control / Rheolydd Gweithredol - Rheoli Datblygu  
 Regeneration and Planning / Adfywio a Chynllunio  
 Vale of Glamorgan Council / Cyngor Bro Morgannwg

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)  
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg

---

**From:** Goldsworthy, Marcus J <[REDACTED]>  
**Sent:** 18 January 2021 09:13  
**To:** Cllr Ian Perry <[REDACTED]>; Robinson, Victoria L <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>;  
Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** RE: False Claim in document of "Broad Support"?

Dear Mr Perry,

I have passed on your concerns to Victoria Robinson and the case officer who will be able to clarify the use of the term Broad support to you directly and at the planning committee.

Regards

Marcus Goldsworthy  
Head of Regeneration and Planning / Pennaeth Adfywio a Chynllunio  
Director's Office - Resources / Swyddfa'r Cyfarwyddwr - Adnoddau  
Vale of Glamorgan Council / Cyngor Bro Morgannwg

[REDACTED]  
[REDACTED]

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)  
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 17 January 2021 21:09  
**To:** Goldsworthy, Marcus J <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>;  
Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** False Claim in document of "Broad Support"?

Dear Marcus,

I am very concerned with the statement at the top of page 29 of the report for the Planning Committee meeting on January 21.

What evidence is there to support the sentence, "There is broad support for the mitigation measures outlined and the encouragement for Active Travel provision and measures to secure a modal shift."?

Within the village around the church, I am aware of no support for any pedestrianisation, nor the removing of parts of the Village Green to provide footways, nor the proposed crossings. I believe it would be quite a serious matter if Members of the Planning Committee were misled by a statement in a report by Officers that suggests **broad support** from residents for a scheme that is receiving many objections - I have copied in Debbie Marles hoping for clarification on this. Statements like this may bring the Vale Council into **disrepute**.

The so-called Active Travel proposals would mean agricultural vehicles like that pictured below would no longer be able to enter or exit the village, nor would larger delivery vehicles. I do not know personally of a single resident in this part of the village who is in favour of this, especially those facing loss of earnings and access to fields.

Please explain to me, so I may inform shocked residents, where this "broad support" comes from. If you are unable to evidence the claim in the report, the report should be withdrawn. A correction and an apology must be circulated to all Members of the Planning Committee and the Community Council.



*Ian*

Chair - St Nicholas with Bonvilston Community Council

**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 18 January 2021 23:37  
**To:** Clogg, Michael T  
**Cc:** Goldsworthy, Marcus J; Thomas, Peter DJ; Watkins, Emma (Agency); Bird, Jonathan (Cllr); Reed, Emma L  
**Subject:** Highway detail sought  
**Categories:** Matters Arising for 21.01.21

Dear Michael,

Highways engineers need to consider all users of our public highways. The small child, those providing services, making deliveries, and in minor rural settlements like St Nicholas, farmers and their 3m wide, articulated agricultural vehicles, like that pictured below in St Nicholas a few weeks ago.



Let's put turning radius' to one-side for now.

The proposed one-way system for St Nicholas will divert all traffic in front of the church.

Prior to the bollards being placed on the area directly in front of the church, cars parked on the grass. This enabled vehicles like the service vehicle pictured to squeeze past as shown in the picture below. It's no longer possible for larger vehicles to pass parked cars here.



## B.5.i

Since the bollards were placed on the grass to the northern side of the road (left), cars can't pull so far off the road, and larger vehicles are unable to pass.

Both sides of the road are owned by the Community Council. The northern side of the road is adopted - the green and memorial are the property of the Community Council and not adopted by the Vale Council.

The area in front of the church is used for parking by parents before and after school, and by attendees at church services and events - as well as by official vehicles (hearse, wedding car).

The one-way system is apparently to allow parents to drive repeatedly around the church until a parking space, presumably in front of the church, becomes available.

As you know, this will require the width of this piece of road that sits between land owned by the Community Council to be widened to 5.5m. I think it highly unlikely that you will be able to move our Memorial. This means you'll have to battle the Community Council to widen the road towards the church. An extra 2m in width to accommodate parked vehicles and safe passage by larger vehicles. You need to also provide a footway of at least 2m. Let's have a look at the amount of space available.



Hey presto! There is 4.4m between the road and the wall of the churchyard. 2m roadway widening plus 2m footway is 4m, so this can be done! **But**, what about the benches? Let's ignore the fact that this is a Conservation Area for now.

Benches are a feature of Active Travel - particularly for people with disAbilities. These benches are a feature of the Village Green (Conservation Area), and they provide place for people to reflect on the Memorial and rest when walking the Millenium trail.

Benches are 0.7m deep, and space needs to be left for people's legs. The benches can't just sit on 2m of pavement that goes up to the churchyard wall, and the churchyard wall can't be altered.

Extending the paved highway up to the Churchyard wall would surely desecrate the Conservation Area?

I think we will need to prohibit parking. Ah, but this might make the church unviable, and the only given reason for the school being built on the present site is proximity to the closure threatened church. If we prohibit parking here, parents will be circulating the church endlessly! Isn't the over-riding issue a lack of

parking? The proposed solution of a one-way system actually may mean that a significant amount of parking space is lost?

I believe we need to see proper detail of the proposed one-way system and pedestrianisation for St Nicholas ahead of planning determination. If the Highways proposal isn't possible without significantly changing the Village Green in the Conservation Area, then surely Highways will need to withdraw their "conditions" and submit a strong objection to the planning proposal?

I look forward to your answer on this - then perhaps we'll talk vision splays and turning radius?

Regards,

*Ian*

Chair - St Nicholas with Bonvilston Community Council



## B.6

Below are two photographs of an agricultural vehicle exiting St Nicholas to the A48. This type of vehicle movement is common due to St Nicholas being a minor rural settlement, surrounded by fields. I've also included two photographs that show the western entrance to St Nicholas closed. It's not uncommon for utility works and delivery vehicles to block the lanes of St Nicholas.

The agricultural vehicle, like delivery lorries, has little choice than to use the eastern access. The road in front of the church, where the one-way system proposes that these 3m wide vehicles travel, is just 3.4m wide. Lots of parent's park in front of the church. The circulating around the church nonsense, looking for a parking space would be eternal, as the one-way system would require the removal of most/all of the parking spaces that are available to parents.

*Ian*





**B.6.i**





**B.6.ii**



## B.6.iii



**From:** Watkins, Emma (Agency) <[REDACTED]>  
**Sent:** 18 January 2021 16:04  
**To:** Cllr Ian Perry <[REDACTED]>; Robinson, Victoria L <[REDACTED]>; Goldsworthy, Marcus J <[REDACTED]>  
**Cc:** Marles, Debbie <DMarles@valeofglamorgan.gov.uk>; Bird, Jonathan (Cllr) <JBird@valeofglamorgan.gov.uk>  
**Subject:** RE: False Claim in document of "Broad Support"?

Dear Cllr Perry,

Can you please clarify your statement in your latest email -

*The agricultural vehicle pictured in my previous email has no alternative access in or out of the village. Lorries accessing dwellings use the access that's proposed to be closed because the others are too small.*

## B.6.iv

There was no attachment/photo to the email that I received.

Emma Watkins  
Senior Planner  
Regeneration and Planning  
Vale of Glamorgan Council / Cyngor Bro Morgannwg

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)  
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 18 January 2021 10:14  
**To:** Robinson, Victoria L <[REDACTED]>; Goldsworthy, Marcus J <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>; Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** Re: False Claim in document of "Broad Support"?

It's not clear in the wording that there isn't "broad support" from the community, and in fact strong opposition.

Why is the broad support of Officers for Active Travel relevant to this planning application? The same Officers that have unlawfully blocked east-west Active Travel connections south of St Nicholas?

Are you aware that legal action will be taken against the Vale Council should the proposal proceed? You cannot block off access to dwellings, and agricultural businesses.

You have to admit that the proposals are unworkable. When residents are not laughing at the Vale Council and hapless Officers, we are **furious**!

The agricultural vehicle pictured in my previous email has no alternative access in or out of the village. Lorries accessing dwellings use the access that's proposed to be closed because the others are too small.

Repeatedly, residents are ignored. Not on subjective points, but on the physical realities of the real world.

Ian

---

**From:** Robinson, Victoria L <[REDACTED]>  
**Sent:** Monday, January 18, 2021 9:43:04 AM  
**To:** Goldsworthy, Marcus J <[REDACTED]>; Cllr Ian Perry <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>; Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** RE: False Claim in document of "Broad Support"?

Dear Cllr Perry,

I have reviewed the section of the report you have referred to and it seems clear to me that the officer is outlining her own opinion i.e. officer's are broadly supportive of the measures outlined to encourage Active Travel, which should come as no surprise given the policy support for Active Travel enhancements generally. I do not think there is any inference in this sentence that is suggesting 'broad support' from the community – there is no mention of the community or public in this section. But to clarify this, we will report your comments and a note of clarification to Committee as a Matters Arising note.

Regards,

Victoria Robinson  
Operational Manager for Planning and Building Control / Rheolydd Gweithredol - Rheoli Datblygu  
Regeneration and Planning / Adfywio a Chynllunio  
Vale of Glamorgan Council / Cyngor Bro Morgannwg

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)  
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg

---

**From:** Goldsworthy, Marcus J <[REDACTED]>  
**Sent:** 18 January 2021 09:13  
**To:** Cllr Ian Perry <[REDACTED]>; Robinson, Victoria L <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>; Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** RE: False Claim in document of "Broad Support"?

Dear Mr Perry,

**B.6.v**

I have passed on your concerns to Victoria Robinson and the case officer who will be able to clarify the use of the term Broad support to you directly and at the planning committee.

Regards

Marcus Goldsworthy  
Head of Regeneration and Planning / Pennaeth Adfywio a Chynllunio  
Director's Office - Resources / Swyddfa'r Cyfarwyddwr - Adnoddau  
Vale of Glamorgan Council / Cyngor Bro Morgannwg

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

[Find us on Facebook / Cewch ddod o hyd i ni ar Facebook](#)  
[Follow us on Twitter / Dilynwch ni ar Twitter](#)

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 17 January 2021 21:09  
**To:** Goldsworthy, Marcus J <[REDACTED]>  
**Cc:** Marles, Debbie <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>; Watkins, Emma (Agency) <[REDACTED]>  
**Subject:** False Claim in document of "Broad Support"?

Dear Marcus,

I am very concerned with the statement at the top of page 29 of the report for the Planning Committee meeting on January 21.

What evidence is there to support the sentence, "There is broad support for the mitigation measures outlined and the encouragement for Active Travel provision and measures to secure a modal shift."?

Within the village around the church, I am aware of no support for any pedestrianisation, nor the removing of parts of the Village Green to provide footways, nor the proposed crossings. I believe it would be quite a serious matter if Members of the Planning Committee were misled by a statement in a report by Officers that suggests **broad support** from residents for a scheme that is receiving many objections - I have copied in Debbie Marles hoping for clarification on this. Statements like this may bring the Vale Council into **disrepute**.

The so-called Active Travel proposals would mean agricultural vehicles like that pictured below would no longer be able to enter or exit the village, nor would larger delivery vehicles. I do not know personally of a single resident in this part of the village who is in favour of this, especially those facing loss of earnings and access to fields.

Please explain to me, so I may inform shocked residents, where this "broad support" comes from. If you are unable to evidence the claim in the report, the report should be withdrawn. A correction and an apology must be circulated to all Members of the Planning Committee and the Community Council.



Ian

Chair - St Nicholas with Bonvilston Community Council

















**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 19 January 2021 15:29  
**To:** Planning; Watkins, Emma (Agency); Goldsworthy, Marcus J  
**Subject:** 2020/00874/RG3 - Objection  
**Attachments:** Community Council response January 2021.pdf  
  
**Categories:** Matters Arising for 21.01.21

The Community Council would like to reaffirm its **objections** to the present proposals for St Nicholas CIW School. Please publish the attached document on the Planning Register, in addition to our previous response, and ensure it's seen by Members of the Planning Committee.

Regards,

**Ian**  
Chair - St Nicholas with Bonvilston Community Council



19<sup>th</sup> January 2021

## **2020/00874/RG3 - Objection**

### **St. Nicholas Church In Wales Primary School, St. Nicholas**

The Community Council continues to **object** to the proposals for St Nicholas CIW School, and the surrounding streets and Conservation Area.

It's stated by the Vale of Glamorgan Council that the first benefit of 21<sup>st</sup> Century School is, quote, "Sites fit-for-purpose". Had St Nicholas CIW School not moved to the present site in the early 1960's who would consider this as a suitable site in the C21st?

**Modern coaches cannot access the school** on the narrow streets, so children have to be walked to the A48 bus stops, crossing the A48.



The proposed building, would perhaps be the only brick-built building in St Nicholas, would also be second tallest only the church tower standing taller.

Despite claims by the applicant that the new school would be in the present Settlement boundaries, the LDP map clearly shows this claim to be false.

Below is a Settlement Boundary marked on the map



Very clearly, the 50% of the new school building would be outside of the Settlement boundary.



Many planning applications have been declined by the Planning Officers and the Planning Committee as they have been outside of Settlement Boundaries and deemed to be in open countryside.

The entire new building will be situated in the Special Landscape Area, Ely Slopes (existing school circled).

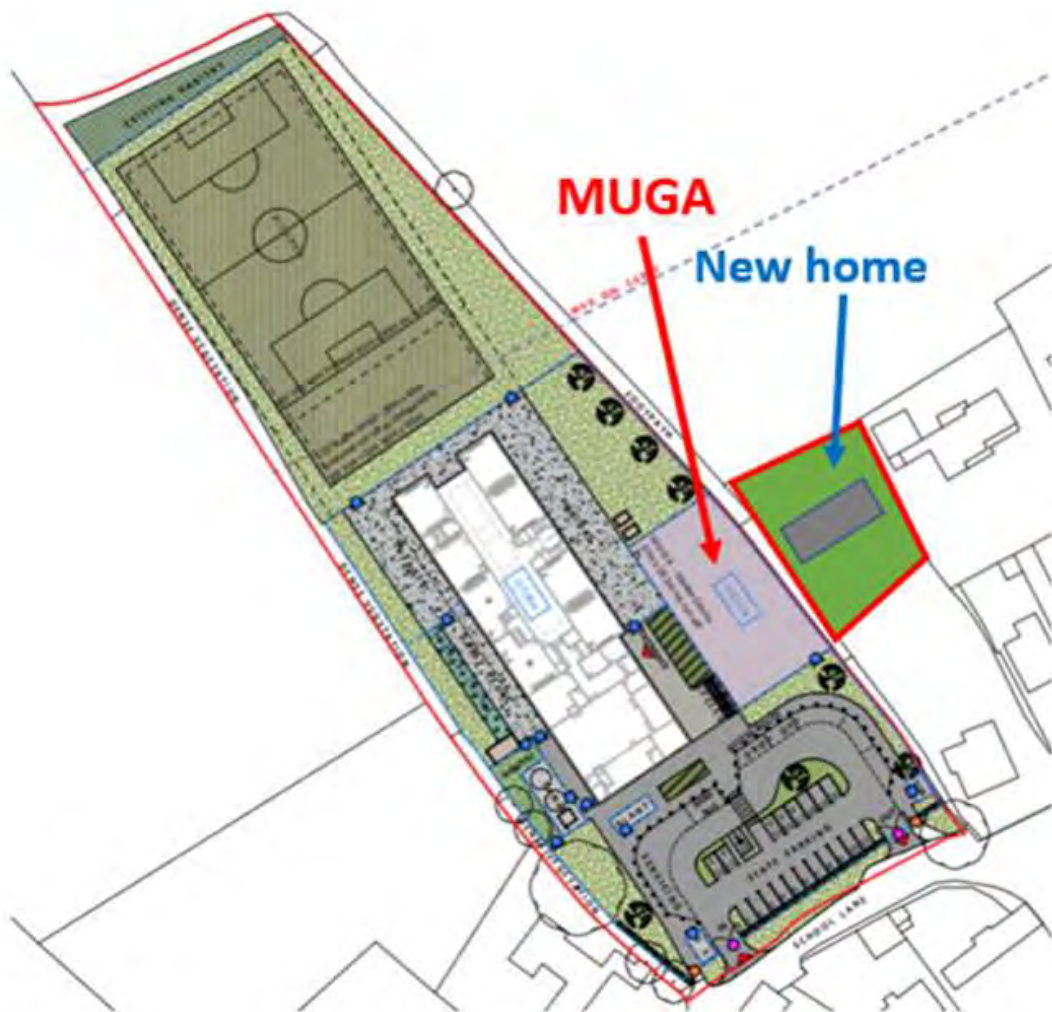




### B.9.iii

The MUGA is funded by S106 money that should provide a sports facility for the community. Whilst there has been no community engagement, the applicant concedes that the MUGA is below the regular size, but claims this is acceptable for primary school use – ignoring the fact that this is supposed to be a community facility, enjoyed by adults.

A MUGA should be at least 30m from a residential boundary. Basketball and tennis generate **noise nuisance**. Two properties would be greatly affected by this as marked on the map below. A new home was granted planning permission in 2020. The value of this plot greatly devalued if the MUGA is approved as in this application.



**The applicant isn't a considerate neighbour.**



Parking is an accepted problem by all parties. The Highways Authority has proposed a solution – alas, this solution doesn't relate to the real-life situation



It's common for the roads to be obstructed, particularly for larger vehicles that include **ambulances**.



## B.9.v

Large delivery vehicles enter the village most days. The roads around the church are tight and difficult for them to navigate. Parked vehicles are a problem. The Highway Authority proposals seem to ignore the reality that large vehicles enter St Nicholas.





## One-way system and pedestrianisation proposal

St Nicholas is a minor rural settlement, with large agricultural vehicles passing through it as pictured.



The access to the village that all agricultural vehicle use, and most delivery vehicles is the eastern most access. This is proposed for pedestrianisation.

It's intended to divert all vehicles in front of the church, where cars park for the school and church, including Wedding Cars and hearses.





The road in front of the church is only 3.4m to 3.7m wide



This picture confirms that this is where many parents park to access the school. It's also where those attending church park.



No large vehicle can pass.

**This road would need to be widened to 5.5m** (reference 2019/01031/RG3) to enable parking and safe passage past parked vehicles.

A footway and crossings are also proposed. **The footway would be at least 2m wide.** This means that there would be no grass, no daffodils, no benches, and no litter bin in front of the church, to make way for the widening of the highway.

If the road wasn't widened, parking would need to be prohibited in front of the church. The one-way system is supposed to enable people to circulate the church until a parking space becomes available... If these parking spaces are removed, there is no need for the one-way system to encourage circulating. This would make the church less attractive for weddings, potentially resulting in its closure.

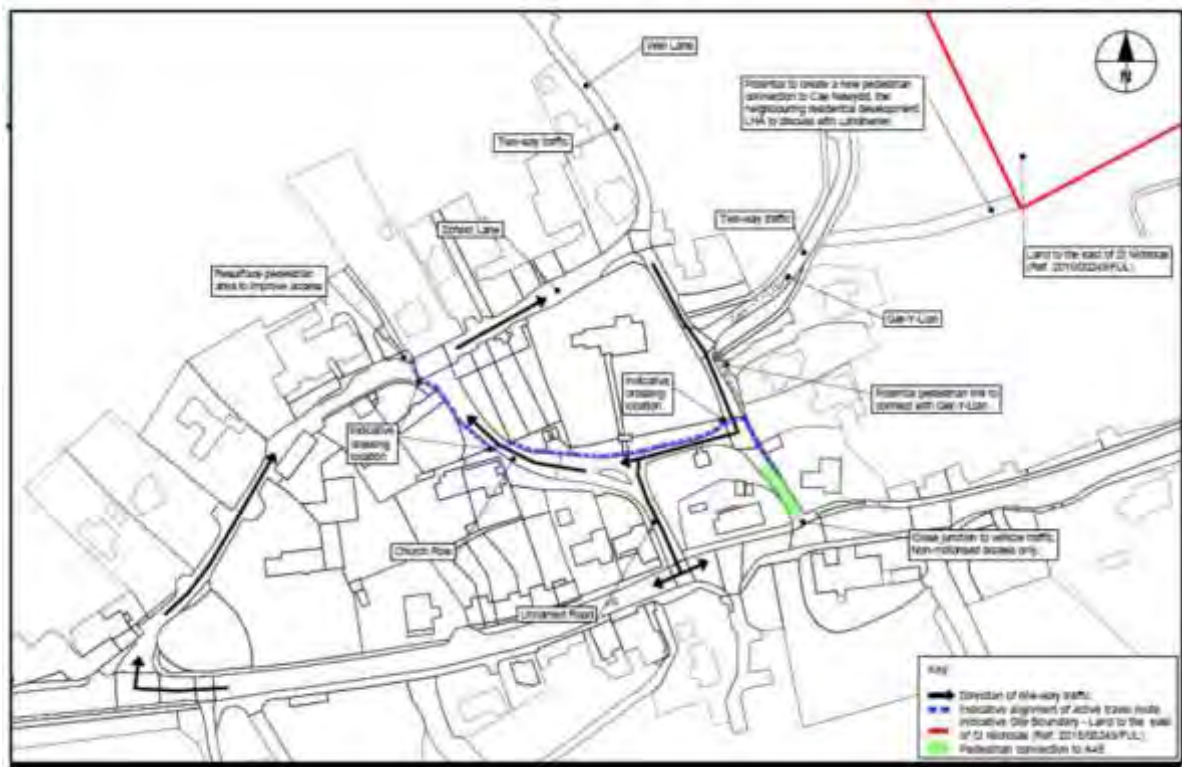
Proximity to the church is the one known reason for this site to still be being considered. Yet, the school traffic issue now threatens the viability of the church?



The proposed one-way system is unworkable, and would result in a loss of earnings of residents and farmers, resulting in legal action against the Vale of Glamorgan Council.

The corner to the north east of the church is particularly sharp and is another barrier to the movement of larger vehicles around the church.

The plan below shows the proposed one-way system and pedestrianisation.



**These highway alterations cannot be successfully implemented**, and cannot be a condition for planning approval. The Vale Council would be held in **disrepute** should this proposal pass through the Planning Committee.

The Community Council owns all land to the side of the road, and has indicated that it will vigorously oppose alterations to the Village Green imposed on our community by those in offices in Barry and Wenvoe.

Marked crossings, 2m wide footways and a 5.5m wide road (7.5m wide highway), as proposed by the Vale of Glamorgan Council would be incredibly detrimental to the Conservation Area. **The Community Council strongly objects to the threatened desecration of the Village Green and the setting of the Memorial and church.**



## Building materials

We remain dissatisfied with the choice of building materials. There are no brick buildings in this part of the village/Conservation area.

Because of the awkward shape of the site, the school would be sideways to the frontage of the site and the Conservation Area, meaning that the side of the building, as pictured below will be street facing.



Anyone with an interest in Urban Design will know that this is not satisfactory.



## Mature trees and the Environment

The loss of mature tree at the front of the site is not acceptable. There is no need for a footway to link the two entrances to the school as pedestrians will enter the first access point. What is the point/value of the footway across the front of the site that will replace these beautiful, mature trees?



**Cllr Ian Perry**

For and on behalf of St Nicholas with Bonvilston Community Council





**Watkins, Emma (Agency)**

---

**Subject:** FW: Planning Committee meeting 21/01/21, St Nicholas CIW Primary School

**From:** Ruth Evans [REDACTED] >

**Sent:** 19 January 2021 15:09

**To:** Planning <[Planning@valeofglamorgan.gov.uk](mailto:Planning@valeofglamorgan.gov.uk)>

**Subject:** Planning Committee meeting 21/01/21, St Nicholas CIW Primary School

I ask that members of the Planning Committee take the following comments into account when considering the planning application in respect of St Nicholas CIW Primary School (2020/00874/RG3 and 2020/00954/CAC).

I do not, in principle, object to the construction of a new primary school for St Nicholas; the current building is clearly not fit for purpose and should be replaced, although not necessarily on the same site. However I have serious concerns about the impact of this proposal on traffic and pedestrian safety on the A48 and within that part of the village surrounding the school.

The new school is intended to accommodate twice the current number of pupils, and is bigger than is needed for the village and surrounding area. Although local new housing developments mean that, in time, more children will live locally, they will make up (as they do now) the minority of the total number attending the school. Most pupils currently travel some distance to access the school, and this will not change. Most of them arrive at school by car because there is no convenient bus service, especially since the only bus route through St Nicholas (the X2) now travels along the A4232 rather than the A48 through western Cardiff, where so many pupils live.

Whilst the design of the new school introduces a limited drop-off and pick-up area, many parents will still need to park, particularly where nursery pupils are involved. These youngest children have not only to be taken by their parents to and from the school building itself, but they also need to be helped in and out of cars and car seats. So additional traffic and additional parking needs - and the problems these present - are inevitable, as acknowledged in the Report to Planning Committee that you will consider on 21 January.

The application includes a solution to these problems which is comprised of the creation of a one-way system along School Lane and Unnamed Road, and the pedestrianisation of the eastern end of School Lane where it meets the A48.

I have several concerns about this solution:

Access to and from the A48

- All traffic will be forced to use what is the single most dangerous exit onto the A48 from this part of the village, especially when turning right. This exit is one that most residents do not currently use, as sight-lines are very limited and many cars on the A48 are travelling over the 30mph speed limit. For the person trying to get onto the A48, it's necessary to pull out quite a long way into the eastbound lane to see any safe distance. And for traffic on the A48 (even if it's travelling at or below the speed limit), there is very little time to brake or otherwise avoid a car pulling out. I do not use this exit, even if it would be the most convenient for me: it is simply too risky. I'd recommend anyone who is proposing that it should be the sole exit from this part of the village should actually try it out first!
- Similarly all traffic will be forced to use one, rather than the current three, entrances into the area around the school, and will often have to queue on the A48 to turn right into the western end of School Lane. The A48 is busy most of the time, not just during the school-run; limiting access to a single entrance will cause queuing, delays and potential for accidents at any time, especially since the 30mph speed limit is often broken by traffic passing through the village too fast on what appears to be a wide, fast, open road.

Parking and access within the village



- Parking along the roads of the one-way system and Ger y Llan is very limited. Cars will be forced to circulate looking for the few available spaces, which will fill up very quickly: there simply isn't the parking capacity for any more cars than there are now, and nowhere to create additional parking space.
- Inevitably gridlock will ensue at school run times, resulting in: residents unable to access or leave their homes by car; non-school vehicles such as delivery vans prevented from going about their legitimate business; parents of pupils becoming frustrated and angry because they can't complete the school run quickly and efficiently; traffic being forced back out onto the A48 to try again from the western end of School Lane; vastly increasing amounts of pollution from idling engines.

#### One-way system, pedestrianisation and access to the village

- Church Row and Meyrick Cottages line the central part of School Lane, which is, along its length, narrow with no footpath. At this part, it is made even narrower by residents' cars being parked along one side of the road. If residents are forced to turn right into Church Row to park (most turn left at the corner of Well Lane at the moment), they will inevitably leave their cars further out into the road in order to get out through the driver's side door, exacerbating this problem. It already sometimes impossible to drive along this stretch of School Lane, but currently there is always the option to travel around the front of the church instead. The one-way system will mean that all traffic, including the emergency services, will have to travel along this narrow, congested part of School Lane to get to almost any property in this part of the village. How will this be possible when, for example, road maintenance is being carried out; someone is moving house, a resident's car has taken up too much space, or it's school run time and the road is gridlocked? This won't be an occasional problem: it will be an issue at least twice every school day. For any resident taken ill at the wrong time, it could be fatal.
- Large farm machinery regularly accesses farms and farmland north of the village by travelling along to Well Lane using the eastern end of School Lane (i.e. past Ger y Llan). There is no other access to these farms. It is already impossible for such vehicles (or any other large vehicles such as road maintenance lorries, recycling lorries, moving trucks etc) either to drive along the Church Row section or to turn left from there into Well Lane. The one-way system effectively permanently prevents them from ever being able to travel along Well Lane to their fields and property.
- Currently, although there are undoubtedly problems with parking and congestion at school run times, residents have the option of three points of access to the A48 and options of moving around either side of the church. If one of the roads is busy or blocked (for example by a large vehicle) there's always another way to go. The proposed one-way system removes these options permanently, making traffic movement around this part of the village much more inconvenient and constrained all day, every day, not just when the school run is happening. It's a sledgehammer approach which is unnecessarily restrictive and incorporates dangerous changes.
- The current foot access along the A48 into this part of the village is undoubtedly in need of improvement, but pedestrianising the eastern School Lane access to the A48 is an excessive solution. Improving and pavements on the A48 and creating a pedestrian walkway in School Lane would help, as would installing mirrors so that traffic and pedestrians can see each other at that junction. Additionally, a pedestrian access from Cae Newydd into Ger y Llan or onto the track running off Well Lane into the field north of Cae Newydd (bordering the boundary of the development and Llan-yr-Afon) would provide a much safer and pleasanter walk for pupils and residents, and would make the "walking bus" idea much more viable. Have the landowners for either of these routes been approached?

Ultimately the question has to be asked "is this the right and the best location for the new school and the residents of St Nicholas?" Although I can see the advantages of the school remaining in its current position, those advantages are overridden since it also clearly presents problems which are only surmountable by making traffic problems permanently worse both in the village and on the A48, potentially endangering lives and increasing the likelihood of traffic accidents. Other locations which have better access should be considered for this school.

Thank you for reading this email.

Ruth Evans  
3 Ger Y Llan  
St Nicholas  
CF5 6SY

## MATTERS ARISING FOR COMMITTEE

**COMMITTEE DATE : 21 JANUARY, 2021**

<b>Application No.:</b> 2020/00954/CAC	<b>Case Officer:</b> Mrs Emma Watkins
<b>Location:</b> St. Nicholas Church In Wales Primary School, St. Nicholas <b>Proposal:</b> Proposed replacement primary school including additional nursery provision and associated works	

### From and Summary of Comments

1. Email from Community Councillor Ian Perry to head of planning raising concerns that the application is not correctly registered and that the scope of the application is insufficient
2. Consultation response from St Nicholas with Bonvilston Community Council received 19.01.21 – objection to the conservation area consent application, including removal of trees, the scope of the application not including the village green and highway concerns.
3. Email from Ruth Evans raising serious concerns about the impact of this proposal on traffic and pedestrian safety on the A48 and within that part of the village surrounding the school. Email dated 19.1.21 and received on 19.1.21. Email copied in full here.

### Officer Response:

1. St Nicholas with Bonvilston Community Council were consulted on 13 October 2020 and no response was received at the time of writing the committee report.
2. Members to note consultation response and to note that the scope of the conservation area consent is to consider demolition of the school building only.
3. The scope of the conservation area consent is to consider demolition of the school building only.

### Action required:

Members to note

**Watkins, Emma (Agency)**

---

**Subject:** 2020/00954/CAC

**From:** Cllr Ian Perry <[REDACTED]>

**Sent:** 18 January 2021 22:35

**To:** Goldsworthy, Marcus J <[REDACTED]>

**Cc:** Thomas, Peter DJ <[REDACTED]>; Bird, Jonathan (Cllr) <[REDACTED]>

**Subject:** 2020/00954/CAC

Dear Marcus,

The planning application 2020/00954/CAC is not correctly registered in the Planning Register. As a result of this, the Community Council has not yet responded to this application consultation.

Because development 2020/00954/RG3 has spread to the Village Green area of the village, in front of the church, in the form of footways and marked crossings, the scope of this CAC application appears to be insufficient.

Regards,

*Ian*



## Welcome to the Vale of Glamorgan Council

Living

Working

### Planning

- ▶ [Home](#)
- ▶ [Planning Search](#)
- ▶ [Appeal Search](#)
- ▶ [Building Search](#)
- ▶ [Enforcement Search](#)
- ▶ [Return to Results](#)

## Search Results

### General Hints

Results are displayed and sorted by to find a particular word. Please click application.

Any search will provide details regarding proposal, important dates and decision officer details, a list of consultees, and regarding appeals can also be obtained.

**If you require definitive Planning information, contact the Development Control Officer.**

No of Records per Page

<a href="#">Application</a>	<a href="#">Location and</a>
<a href="#">2020/01311/CAC</a>	<b>Field Cottage,</b> Demolition of e outbuilding and with associated
<a href="#">2020/00928/CAC</a>	<b>Wellesley Ho</b> To erect a sing property to pro
<a href="#">2020/00318/CAC</a>	<b>Woodlands, A</b> Demolition of t proposed repla
<a href="#">2019/01105/CAC</a>	<b>Field Cottage,</b> Demolition of e outbuilding.
<a href="#">2018/01187/CAC</a>	<b>Pwll Sarn Far</b> Part demolition Sarn Farm
<a href="#">2015/00283/CAC</a>	<b>Land to the E</b> Development o space vehicular and infrastruc Emmaville

<https://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Committee/2021/Planning-Committee-Report-21-January-2021.pdf>

Chair - St Nicholas with Bonvilston Community Council



**Watkins, Emma (Agency)**

---

**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 19 January 2021 13:19  
**To:** Planning  
**Cc:** Watkins, Emma (Agency); Thomas, Peter DJ  
**Subject:** 2020/00954/CAC  
**Attachments:** CAC response.pdf

**Categories:** Matters Arising for 21.01.21

Attached is the response of St Nicholas Community Council to this consultation



19<sup>th</sup> January 2021

## 2020/00954/CAC - **Objection**

### St. Nicholas Church In Wales Primary School, St. Nicholas

The Community Council **objects** to the removal of beautiful mature trees at the front of St Nicholas CIW School. The removal of these trees is not necessary, but a choice. The applicant has employed a company to condemn these trees, but even this company has had to admit that their quality can't be adjudged to be less than "Grade B"

The applicant needs to reconsider their duties under the Environment (Wales) Act.

### Scope of the application

We are concerned that the scope of this application does not cover the Village Green. If the demolition of the existing school results in a new school on the same site, the Highways Authority requires a one-way system to run around the church. If this happens, the road in front of the church, where vehicles park, will need to be widened from its current 3.4-3.7m width to 5.5m width (*reference 2019/01031/RG3*) to enable parking for the school and church to continue here – and allow agricultural vehicles (often 3m wide) and delivery lorries to pass. The proposal also requires an unobstructed footway of a minimum 2m width.

The green in front of the church (right of the road in the photograph below,) would need to be entirely paved over, and the benches and litter bin relocated – to where?



### C.2.iii

The necessity of the road for parking for the school and church is shown in the photograph below. Wedding cars and Hearses also need to park on this little road to access the church. Lorries and agricultural vehicles cannot pass whilst any other vehicle is parked on this road.



The Community Council owns all land to the side of the road, and has indicated that it will vigorously oppose alterations to the Village Green imposed on our community by those in offices in Barry and Wenvoe.

Marked crossings, 2m wide footways and a 5.5m wide road (7.5m wide highway), as proposed by the Vale of Glamorgan Council would be incredibly detrimental to the Conservation Area. **The Community Council strongly objects to the threatened desecration of the Village Green and setting of the Memorial and church.**

**Cllr Ian Perry**

For and on behalf of St Nicholas with Bonvilston Community Council



**Watkins, Emma (Agency)**

---

**Subject:** FW: Planning Committee meeting 21/01/21, St Nicholas CIW Primary School

**From:** Ruth Evans <[REDACTED]>

**Sent:** 19 January 2021 15:09

**To:** Planning <[Planning@valeofglamorgan.gov.uk](mailto:Planning@valeofglamorgan.gov.uk)>

**Subject:** Planning Committee meeting 21/01/21, St Nicholas CIW Primary School

I ask that members of the Planning Committee take the following comments into account when considering the planning application in respect of St Nicholas CIW Primary School (2020/00874/RG3 and 2020/00954/CAC).

I do not, in principle, object to the construction of a new primary school for St Nicholas; the current building is clearly not fit for purpose and should be replaced, although not necessarily on the same site. However I have serious concerns about the impact of this proposal on traffic and pedestrian safety on the A48 and within that part of the village surrounding the school.

The new school is intended to accommodate twice the current number of pupils, and is bigger than is needed for the village and surrounding area. Although local new housing developments mean that, in time, more children will live locally, they will make up (as they do now) the minority of the total number attending the school. Most pupils currently travel some distance to access the school, and this will not change. Most of them arrive at school by car because there is no convenient bus service, especially since the only bus route through St Nicholas (the X2) now travels along the A4232 rather than the A48 through western Cardiff, where so many pupils live.

Whilst the design of the new school introduces a limited drop-off and pick-up area, many parents will still need to park, particularly where nursery pupils are involved. These youngest children have not only to be taken by their parents to and from the school building itself, but they also need to be helped in and out of cars and car seats. So additional traffic and additional parking needs - and the problems these present - are inevitable, as acknowledged in the Report to Planning Committee that you will consider on 21 January.

The application includes a solution to these problems which is comprised of the creation of a one-way system along School Lane and Unnamed Road, and the pedestrianisation of the eastern end of School Lane where it meets the A48.

I have several concerns about this solution:

Access to and from the A48

- All traffic will be forced to use what is the single most dangerous exit onto the A48 from this part of the village, especially when turning right. This exit is one that most residents do not currently use, as sight-lines are very limited and many cars on the A48 are travelling over the 30mph speed limit. For the person trying to get onto the A48, it's necessary to pull out quite a long way into the eastbound lane to see any safe distance. And for traffic on the A48 (even if it's travelling at or below the speed limit), there is very little time to brake or otherwise avoid a car pulling out. I do not use this exit, even if it would be the most convenient for me: it is simply too risky. I'd recommend anyone who is proposing that it should be the sole exit from this part of the village should actually try it out first!
- Similarly all traffic will be forced to use one, rather than the current three, entrances into the area around the school, and will often have to queue on the A48 to turn right into the western end of School Lane. The A48 is busy most of the time, not just during the school-run; limiting access to a single entrance will cause queuing, delays and potential for accidents at any time, especially since the 30mph speed limit is often broken by traffic passing through the village too fast on what appears to be a wide, fast, open road.

Parking and access within the village



- Parking along the roads of the one-way system and Ger y Llan is very limited. Cars will be forced to circulate looking for the few available spaces, which will fill up very quickly: there simply isn't the parking capacity for any more cars than there are now, and nowhere to create additional parking space.
- Inevitably gridlock will ensue at school run times, resulting in: residents unable to access or leave their homes by car; non-school vehicles such as delivery vans prevented from going about their legitimate business; parents of pupils becoming frustrated and angry because they can't complete the school run quickly and efficiently; traffic being forced back out onto the A48 to try again from the western end of School Lane; vastly increasing amounts of pollution from idling engines.

#### One-way system, pedestrianisation and access to the village

- Church Row and Meyrick Cottages line the central part of School Lane, which is, along its length, narrow with no footpath. At this part, it is made even narrower by residents' cars being parked along one side of the road. If residents are forced to turn right into Church Row to park (most turn left at the corner of Well Lane at the moment), they will inevitably leave their cars further out into the road in order to get out through the driver's side door, exacerbating this problem. It already sometimes impossible to drive along this stretch of School Lane, but currently there is always the option to travel around the front of the church instead. The one-way system will mean that all traffic, including the emergency services, will have to travel along this narrow, congested part of School Lane to get to almost any property in this part of the village. How will this be possible when, for example, road maintenance is being carried out; someone is moving house, a resident's car has taken up too much space, or it's school run time and the road is gridlocked? This won't be an occasional problem: it will be an issue at least twice every school day. For any resident taken ill at the wrong time, it could be fatal.
- Large farm machinery regularly accesses farms and farmland north of the village by travelling along to Well Lane using the eastern end of School Lane (i.e. past Ger y Llan). There is no other access to these farms. It is already impossible for such vehicles (or any other large vehicles such as road maintenance lorries, recycling lorries, moving trucks etc) either to drive along the Church Row section or to turn left from there into Well Lane. The one-way system effectively permanently prevents them from ever being able to travel along Well Lane to their fields and property.
- Currently, although there are undoubtedly problems with parking and congestion at school run times, residents have the option of three points of access to the A48 and options of moving around either side of the church. If one of the roads is busy or blocked (for example by a large vehicle) there's always another way to go. The proposed one-way system removes these options permanently, making traffic movement around this part of the village much more inconvenient and constrained all day, every day, not just when the school run is happening. It's a sledgehammer approach which is unnecessarily restrictive and incorporates dangerous changes.
- The current foot access along the A48 into this part of the village is undoubtedly in need of improvement, but pedestrianising the eastern School Lane access to the A48 is an excessive solution. Improving and pavements on the A48 and creating a pedestrian walkway in School Lane would help, as would installing mirrors so that traffic and pedestrians can see each other at that junction. Additionally, a pedestrian access from Cae Newydd into Ger y Llan or onto the track running off Well Lane into the field north of Cae Newydd (bordering the boundary of the development and Llan-yr-Afon) would provide a much safer and pleasanter walk for pupils and residents, and would make the "walking bus" idea much more viable. Have the landowners for either of these routes been approached?

Ultimately the question has to be asked "is this the right and the best location for the new school and the residents of St Nicholas?" Although I can see the advantages of the school remaining in its current position, those advantages are overridden since it also clearly presents problems which are only surmountable by making traffic problems permanently worse both in the village and on the A48, potentially endangering lives and increasing the likelihood of traffic accidents. Other locations which have better access should be considered for this school.

Thank you for reading this email.

Ruth Evans  
3 Ger Y Llan  
St Nicholas  
CF5 6SY

**MATTERS ARISING FOR COMMITTEE****COMMITTEE DATE : 21 January 2021**

<b>Application No.:</b> 2020/01232/RG3	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land to the rear of Nos. 2 to 4, School Houses, St. Cyres Road, Penarth <b>Proposal:</b> Construction of 14 affordable apartments for over 55 years old, and associated works	

**From: Planning Officer**

**Summary of Comments: Two no. additional informatives to be attached to any consent granted as requested by Dwr Cymru Welsh Water with wording as follows:**

3. The applicant may need to apply to Dwr Cymru / Welsh Water for any connection to the public sewer under S106 of the Water industry Act 1991. If the connection to the public sewer network is either via a lateral drain (i.e. a drain which extends beyond the connecting property boundary) or via a new sewer (i.e. serves more than one property), it is now a mandatory requirement to first enter into a Section 104 Adoption Agreement (Water Industry Act 1991). The design of the sewers and lateral drains must also conform to the Welsh Ministers Standards for Gravity Foul Sewers and Lateral Drains, and conform with the publication "Sewers for Adoption"- 7th Edition. Further information can be obtained via the Developer Services pages of [www.dwrcymru.com](http://www.dwrcymru.com)
4. The applicant is also advised that some public sewers and lateral drains may not be recorded on our maps of public sewers because they were originally privately owned and were transferred into public ownership by nature of the Water Industry (Schemes for Adoption of Private Sewers) Regulations 2011. The presence of such assets may affect the proposal. In order to assist us in dealing with the proposal the applicant may contact Dwr Cymru Welsh Water on 0800 085 3968 to establish the location and status of the apparatus. Under the Water Industry Act 1991 Dwr Cymru Welsh Water has rights of access to its apparatus at all times.