

ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 9 OCTOBER 2025

Page	Application	Location	Item No.	Description
	2025/00493/RG3	Sully to Cosmeston Active Travel Route	1.	Response from Nathan Thomas Neighbourhood Manager – Highway Maintenance
			2.	Comments from Cllr Perry
			3.	Comments from Neighbour No.9 Winsford Avenue
			4.	Comments from Max Willis
	2025/00597/FUL	Christ Church Presbyterian, Tynewydd Road, Barry	5.	Response from SRS – Neighbourhood Services
			6.	Comments from Cllr I Johnson

MATTERS ARISING FOR COMMITTEE**COMMITTEE DATE : 9 OCTOBER 2025.**

Application No.: 2025/00493/RG3	Case Officer: Mr Huw Davies
Location: Sully to Cosmeston Active Travel Route Proposal: Works for a shared pedestrian and cycle route (Active Travel Route), earthworks, landscaping and associated works from Sully to Cosmeston.	

From: Nathan Thomas (Neighbourhood Manager – Highway Maintenance)**Summary of Comments:**

Comments were received requesting the finer detail of the proposed porous asphalt and where it discharges to, and how Highway Maintenance will be expected to maintain the route. No objection is raised in this regard from the HM team, as providing suitable and logical engineering principles are applied to within the scheme, however the ongoing maintenance concerns should all be factored in.

Officer Response:

The email was forwarded onto and noted by Arcadis, no further action is required at this stage as these comments relate to the construction and maintenance phase of the scheme, and shall be incorporated within this stage.

Action required:

Members to Note.

From: [REDACTED] >
Sent: 15 September [REDACTED]
To: Davies, Huw [REDACTED]
Cc: Thomas, Nathan <[REDACTED]>; Aitken, James
 [REDACTED] >

Subject: RE: Planning Ref: 2025/00493/RG3 - Sully to Cosmeston Active Travel Route

Hi Huw,

As I do not have access to any supporting plans or calculations, I have reviewed the 10 street lighting layout sheets submitted on the planning portal. Based on this information, my comments are as follows:

General Observations

- The drawings provide indicative column and bollard locations but are lacking in technical detail. Without supporting calculations or luminaire specifications, it is not possible to verify compliance with current lighting standards.
- No lighting calculations have been provided. Compliance with BS 5489-1:2020 (for conflict areas, pedestrian crossings, and active travel routes) cannot be assessed at this stage. Confirmation is needed that lighting classes have been selected in line with BS 5489-1:2020, and that average maintained illuminance and uniformity values are being achieved.
- A notable number of bollard luminaires are shown. Whilst these can provide low-level lighting, they may not deliver adequate uniformity or long-term durability compared with conventional columns. The design rationale for their use in preference to standard street lighting should be clarified. Raise and lower 5–6 m columns may be more appropriate for long-term maintenance.
- Conflict areas (road crossings, junctions, shared surfaces) should be specifically reviewed for lighting levels and uniformity to ensure user safety.

Lighting Equipment

- Column heights, bracket outreach, and luminaire tilt settings should be confirmed on the drawings.
- No luminaire manufacturer or product reference is listed. If lighting levels have been estimated, the assumed photometric data must be declared to allow verification. In addition, the full luminaire specification will be required to ensure that the proposed equipment is consistent with the Council's approved lighting stock, to avoid future maintenance issues and the introduction of non-standard or unsuitable products.
- Clarification is required on luminaire type and light source (LED CCT, wattage, optical distribution).
- Passive safe columns should be considered in locations adjacent to carriageways.

Electrical Design & Supply

- The proposed method of supply should be confirmed (private network extension vs new DNO).
- Cable routing and calculations must be reviewed dependant on the proposed method of supply.
- Earthing arrangement (TN-S/TN-C-S) should be confirmed.

Ecology & Environmental Considerations

The design should include clear mitigation measures to minimise ecological impact, specifically:

- Minimised upward light ratio (ULR) – full cut-off luminaires preferred.

- Adaptive lighting controls via CMS (Central Management System) – dimming during low-use hours.
 - Avoidance of over-lighting in specific areas highlighted in the ecology report.
- Ecologically sensitive sections identified in the ecology report should be clearly marked on the lighting drawings, with adjusted lighting levels or reduced column/bollard intensity in those zones.
- A clear plan showing lux contour plots and confirmation of colour temperature, shields, louvers, baffles etc. will be required to demonstrate minimal ecological impact.

Maintenance & Future Management

- Column siting should allow safe access for maintenance vehicles without impeding the cycleway/footway.
- Consideration should be given to CMS, energy efficiency, and dimming control.

Drawings & Documentation

- Each sheet should clearly indicate column references and a lighting schedule (type, wattage, mounting height, bracket length).
- General notes should explicitly reference compliance with BS 7671 (18th Edition), BS 5489-1:2020, and ILP guidance.
- As-built drawings will be required at completion for asset records.

I hope these comments are useful in progressing the scheme.

Kind regards

Colin Chorley

Team Leader / Uwch Swyddog Technegol

Visible Services and Transport / Gwasanaethau Gweledig a Thrafnidiaeth

Vale of Glamorgan Council / Cyngor Bro Morgannwg

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 9 OCTOBER 2025.

Application No.: 2025/00493/RG3	Case Officer: Mr Huw Davies
Location: Sully to Cosmeston Active Travel Route Proposal: Works for a shared pedestrian and cycle route (Active Travel Route), earthworks, landscaping and associated works from Sully to Cosmeston.	

From: Cllr Ian Perry

Summary of Comments:

Cllr Perry contacted Lisa Elliot (Senior Sustainable Transport Officer) regarding the scheme, seeking points of clarification relating to the colour temperature of the lighting, the surface colour of the path and the absence of a barrier between the shared path and the highway along Lavernock Road. Noting that the temperature of the lighting will be on the warmer end of the spectrum for ecology purposes. Cllr Perry noted that lighting should be a warmer temperature, of 2200k or lower for ecological benefit.

Cllr Perry noted that the use of resin in paving is toxic, and that the paving should be lighter in colour to contrast the dark. Concerns were also raised regarding the process of removing the Trailflex when reaching the end of life and potential release of toxins.

Officer Response:

It is understood that the sustainable transport officer has responded to the queries raised by Cllr Perry directly. The recycled tyres are bound in resin, that would significantly reduce the potential release of microplastics from the proposed surface however as the surface wears there will be a negligible release there is an environmental benefit from using recycled tyre which removes the likelihood of them contributing to landfill. Having carried out desk based research, it is accepted that subject to satisfactory maintenance, the material has been specifically designed to reduce the risk of cracking and leaking whilst also utilising recycled materials and allowing water and air to reach tree roots.

Noting the absence of a physical barrier between the path and Lavernock Road, and the presence of a new crossing within a 40mph area, it was noted that the council are trying to remove barriers/guard rail as users do not like the feeling of being hemmed in. Welsh Government are also encouraging the removal of barriers. The speed limit along Lavernock Road is due to be lowered to accommodate the AT route and crossings.

With regards to the concerns raised with regards to the temperate and nature of lighting, the EIA states that bollard lighting will be set at 2700K, whilst column mounted lighting will be set at 3000K. The column mounted lighting is sited along Swanbridge Grove, in a residential context, set away from any particularly sensitive ecological areas. Furthermore, 3000K is a common standard within such contexts. Street lighting standards specify a maximum 3000K colour temperature to reduce blue light and its impact on wildlife and human sleep patterns, with some guidelines suggesting even lower CCTs for sensitive

areas. While higher temperatures are also approved, the 3000K proposed would achieve an acceptable balance between street lighting standards and ecological benefit standards.

Turning to Cllr Perry's suggestion that temperature should be reduce to 2200K, as opposed to the proposed 2700K, this has been noted within the Ecological Impact Assessment and has raised no objection from the Councils Ecologist. Further clarification on the matter was sought from the leading ecologist at Arcadis, who confirms that the lighting design is in line with guidance, and that a warm white colour of 2700K is away from the blue spectrum that bats typically avoid. Furthermore, the Bat Conservation Trust guidance note on Bats and artificial lighting in the UK states that a warm white spectrum (ideally <2700kv) should be adopted to reduce blue light component. As such, the proposal complies with guidance in this regard.

Action required:

Members to note.

Sent: 02 October 2025
To: Lankshear, Robert
Cc:
Subject: Sully to Cosmeston AT route - comments from Cllr Perry

Hi Rob

Cllr Perry sent me a few things via Teams about the planning app for Sully that he may raise at committee next weeeek. I've condensed the conversations for ease:

What's the colour temperature of the lighting? We need a warm temperature. 2200k or lower. Or Amber.

Arcadis are checking but it will be on the warmer end of the spectrum because of wildlife etc.

Details will be agreed by ecologists in the VOG and Arcadis.

What will be the surface colour of the path?

Arcadis have sent me this:

Sully Porous Paving - TrailFlex

Main page -

https://www.sudstech.co.uk/trailflex/?gad_source=1&gad_campaignid=1012674171&gbraid=0AAAAAD...

Colour range - <https://www.sudstech.co.uk/colourrange/>

I sent Ian that and he's replied:

The resin in the paving is highly toxic.

The lighter the colour the better. This gives contrast in the dark - like the paths up Pen y Fan at night

Recycled tyre are toxic. The path will wear releasing micro plastics/toxins and at sometime in the future it will be replaced. What happens to the Trailflex when lifted at end of life?

How is Trailfkex reused/recycled?

Arcadis have told me - Trailfelx uses recycled tyres (3tyres per square meter) as the recycled tyres are bound in resin, it would significantly reduce the release of microplastics however as the surface wears there will be a negligible release there is an environmental benefit from using recycled tyre, and we believe this outweighs the risk of release of Microplastics

Other comments:

The path from the railway line to Sully would have been better in the southern side - but the embankment raised the cost by too much?

The new crossing is in a 40mph area

Also, no buffer, barrier between the shared path and road.

The safety barrier isn't just to stop errant vehicles, but to prevent children toppling into the road.

Can we get cheap railings?

I replied that we are trying to remove barriers/guard rail as users do not like the feeling of being hemmed in. Welsh Gov are also encouraging removal of barriers.

The speed limit along Lavernock Road is due to be lowered to accommodate the AT route and crossings.

Thanks, Lisa

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 9 OCTOBER 2025.

Application No.: 2025/00493/RG3	Case Officer: Mr Huw Davies
Location: Sully to Cosmeston Active Travel Route Proposal: Works for a shared pedestrian and cycle route (Active Travel Route), earthworks, landscaping and associated works from Sully to Cosmeston.	

From: Occupant of No.9, Winsford Avenue

Summary of Comments:

Objection raised relating to the loss of green space, and states that the footpath should make use of the existing Swanbridge Grove footpath as opposed to creating a new hardscaped area.

Officer Response:

Whilst the siting of the proposed path would impact the section of greenery referred to, it is worth noting that the existing footpath on the northern side of the green area is to be broken out and reinstated as greenery, and as such would largely offset any such loss and it is considered that the area would not be unacceptably impacted in this regard, particularly when balanced against the benefits provided by improved active travel facilities. Furthermore, rainwater gardens are also proposed which are considered to assist in compensating for any loss of green infrastructure along this section of the route, along with a policy compliant tree planting scheme. With regards to the utilisation of the existing footpath along Swanbridge Grove, confirmation was sought from Arcadis' design team, who confirmed that the existing asphalt path that runs adjacent to Swanbridge Grove cannot be widened due to facilitate the shared use path due to the close proximity of the trees planted within the greenspace. Aligning the route here would cause conflict with the roots of these trees, which may cause harm to them and ongoing issues for the widened path. The existing path is proposed to be reinstated to greenspace as alluded within the officer report.

Action required:

Members to note.

Comment for planning application 2025/00493/RG3**Application
Number****Location**

Sully to Cosmeston Active Travel Route

Proposal

Works for a shared pedestrian and cycle route (Active Travel Route), earthworks, landscaping and associated works from Sully to Cosmeston.

Case Officer**Organisation****Name****Address**

9 Winsford Road,,Sully,CF64 5SA

Type of Comment**Type****Comments**

I am writing to object to the proposed 3metre pathway on the roadside edge of the grass area at Swanbridge Grove (Sheet 1). While the revised design is preferable to the original, as it no longer cuts directly through the central grass and trees, it remains an unnecessary and damaging alteration to a wellused and attractive green space. This short stretch is already well provided for with four lanes existing in parallel: the side road, an asphalt footpath, the main road, and another asphalt footpath on the opposite side. A further "fifth lane" alongside them adds no meaningful benefit, but instead erodes one of the few pleasant green buffers in the area. In practice, most pedestrians are likely to continue using the existing asphalt pavement along Swanbridge Grove. It provides a quieter, safer, and more direct route than diverting abruptly towards a busy main road. I believe the design should therefore focus on making more imaginative use of the existing Swanbridge Grove footpath, which already serves the natural flow. If in certain short sections tree growth limits width, targeted measures such as restricting parking in small intervals could resolve this without sacrificing green space and retaining resident access. Attached photographs illustrate this clearly, showing how the existing pavement provides the most logical and direct route in both directions. For these reasons, I urge the planning team to reconsider this section of the proposal and protect this green area.

Received Date**Attachments**

The following files have been uploaded:

- Swanbridge Grove - Westward.jpg
- Swanbridge Grove - Eastward.jpg

Lisa Elliott

Senior Sustainable Transport Officer / Uwch Swyddog Trafnidiaeth Gynaliadwy

Pronouns: *she / her* Rhagwenwau: *hi*

Neighbourhood Services and Transport / Gwasanaethau Gweledig a Thrafnidiaeth

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From: Max Wallis/Friends of the Earth

Summary of Contents:

Concerns raised with regards to the loss and replacement of trees at a ratio of 3:1. Concerns also raised regarding the lack of specific standards with regards to the replacement trees. Concerns were also raised relating to the proposed biodiversity enhancement measures.

A subsequent email was also received by the Head of Sustainable Development from Mr Wallis on the 3rd October, stating that the development should be subject to EIA screening.

An additional letter was received on the 8th October raising concerns for the justification of the route, lack of users and funds. Additional concerns are raised relating the design of the proposal raising safety concerns for women and users.

Officer Response:

Firstly, it is noted that the ratio suggested within the submissions of 3:1 replacement trees is policy compliant with Planning Policy Wales (12th Edition). Tree removals would be offset by planting new trees, resulting in an overall net benefit of tree cover and green infrastructure. The species and height, in addition to planting specifications are included within approved plans ref '10056562 Arc At 300 Dr A 00011 P01.2 Soft Landscape Design (Sheet 11 of 11)'. This specifies that trees to be planted would be a variety of heavier standard trees and smaller species. These would include Oak, Field Maple, Willow, Silver Birch, Hawthorn, Blackthorn, Crab Apple, Cherry among others referenced within the Soft Landscaping Design.

Furthermore, condition 8 of the conditions list requires a revised Arboricultural Impact Assessment and tree strategy for the specific section of the route where tree removals are predominantly required. The revised documents will include details of the number and nature of works to trees (including removal, pruning or other tree work) and confirmation and details of replacement planting to be at a planted at a ratio of 3:1 to ensure that any removed trees are adequately compensated in line with the aims and objectives of PPW (12th Edition). Additionally, as alluded to, the Council's ecologist has raised no objection subject to a suitable condition requesting a biodiversity enhancement strategy including but not strictly limited to, details and location of any bird and bat box provision and of any additional ecological enhancements (habitat piles etc). Upon receipt of these details, the council's ecologist will be consulted for further comments on the suitability and scale of

said measures and would not as noted necessarily be limited to the measures specified in the condition or submissions. This, along with the replacement and proposed vegetation/trees is considered a suitable and proportionate enhancement for the scheme to meet the requirements of LDP policies and those of PPW.

Turning to comments regarding funding and justification for the path itself, it is worth noting that funding not a material planning consideration, and a section on this matter along with the justification for the pathway is included within the officer report, including its allocation within the adopted LDP and inclusion on the Active Travel Network Plan. To this end, it is the acceptability of this route in principle is firmly established.

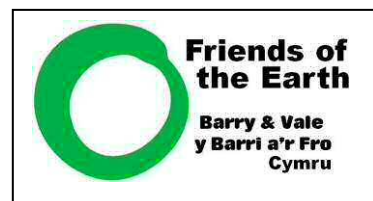
With regards to safety, the proposed route would be suitably lit, albeit lighting will be turned off for a 5 hour period during nighttime hours where the number of users would be lower).

In respect of the request for the application to be withdrawn or conditional to EIA, a detailed screening Performa has been carried out which concluded that an EIA was not required, as in line with the Town and Country Planning (Environmental Impact Assessment)(Wales) Regulations 2017, the development is unlikely to have significant effects by virtue of its nature, location or design.

Action required:

Members to note

DATE 03/12/2025



Ian Robinson via e-mail
 Head of Development Planning
 Vale of Glamorgan Council

Dear Mr Robinson

Item to 9 October Meeting: Sully to Cosmeston Active Travel Route 2025/00493/RG3
 Environmental Impact Assessment (Wales) Regulations 2017

The planning requirements for this as an EIA project have not been followed, the LPA has not issued the required Screening Opinion and cannot give planning permission prior to complying under Reg.3.

In this case where the Council is determining its own proposal, EIA Reg.58 *Objectivity and Bias* comes in. Similarities between the applicant's DAS (*Design and Access* statement on file) and the officers' report as well as both parties ignoring screening requirements, imply a breach of Reg.58.

The total area of this 2.5km highway project (about 5m wide) is over 1 hectare. The DAS states it's a 'major' development owing to the site area, given as 1.33 hectare. This exceeds the threshold for highway development under the EIA (Wales) Regs, 2017: Schedule 2

10(f) Construction of roads (unless included in Schedule 1);
The area of the works exceeds 1 hectare.

The DAS does not mention the potential need for EIA. Nor did the proposers submit an EIA Screening request.

EIA Reg 6 requires certain information to be provided by the person seeking planning permission; if not supplied the LPA has to ask for it under Reg.8

8.—(1) Where it appears to the relevant planning authority that—

(a) an application which is before them for determination is a Schedule 1 application or a Schedule 2 application;

....paragraphs (5) and (6) of regulation 6 apply as if the receipt or lodging of the application were a request made under regulation 6(1).

Under para 6(6), the LPA had to adopt a Screening Opinion and inform the applicant. No such formal Opinion has been adopted by the LPA. No mention is made in the planning report of this omission.

By default an EIA has to be undertaken, and the results analysed for purpose (Reg.25) of reaching a reasoned conclusion, before the LPA can proceed to a decision (Reg.3).

3. A relevant planning authority or the Welsh Ministers or an inspector **must not grant planning permission** or subsequent consent for EIA development unless an environmental impact assessment has been carried out in respect of that development.

The only reason for short-cutting the EIA procedure is that the project could not have significant environmental effects, to be determined via the EIA screening process. Yet both the DAS and planning report give extensive consideration to the significant environmental impacts, which are claimed to be mitigated or compensated by new planting of trees and screening of one house.

Biodiversity Enhancement was brought into Welsh planning guidance in *Planning Policy Wales 12* of 2024 in s.6.4.12:

Where biodiversity enhancement proportionate to the scale and nature of the development is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission.

The applicant cites the much weaker and superseded biodiversity requirement of the Vale LDP plus SPG on *Biodiversity*, and the officers' report just repeats those citations. The many trees removed are to be compensated by replacement planting (Condition 8), while *enhancement measures* described in the DAS are only *bird and bat boxes, along with onsite hibernaculum/habitat piles*. Consultants commonly cite such 'enhancements' in urban areas, but in rural woodland areas with natural nesting places, they are virtually irrelevant. The requirement for enhancement *proportionate to the scale and nature of the development* is clearly not proposed. The officers' report does not give *significant weight* to this failure nor consider the strong requirement *necessary to refuse permission* until the applicant proposes real and proportionate enhancements.

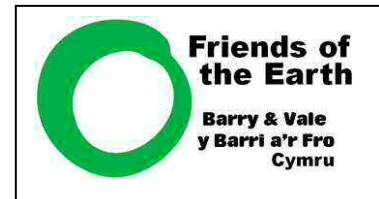
The Ecology officer reportedly *raised no objection however requested details of biodiversity enhancement provisions*. The lack of a proper report from him raises the question of a breach of Reg.58 *Objectivity and Bias* on this issue, seeing the applicant's silly offer of token bat and bird boxes. The proposed Condition 3, requiring submission of a *Biodiversity Enhancement Strategy* after the works are well underway - and the existing nature has been substantially damaged – fails to comply with PPW's requirement for inclusion in the proposal. Its reference to bird and bat boxes and habitat piles indicates intended approval of very marginal tokens for the countryside location. Creation of new habitat of a type lacking locally could arguably be of the scale and nature required, but has to be included in the planning proposal.

In conclusion, the failure to formally "screen" this as EIA development, to process it as such and require information appropriate to the EIA criteria, to set up processes to comply with Reg.58 on objectivity and bias towards the Council's own project, and the lack of proportionate biodiversity enhancement in the proposal, mean you cannot proceed to determine the application.

We ask that you either withdraw the item, or make any decision dependent on formally establishing the EIA-status and advance submission of biodiversity enhancements. We look forward to your urgent consideration.

Max Wallis (Planning Manager)
Friends of the Earth Barry&Vale
110 Merthyr Street, Barry CF63 4LD
Barryianshaw@gmail.com tel: 07814 698782

Late Reps to Planning Committee 9 October 2025
 Sully to Cosmeston Active Travel Route
 2025/00493/RG3



Our local group has engaged with Active Travel planning from the go. We are critical of this project in principle as sinking funds into a route largely used for leisure cycling. It runs outside the defined Active Travel areas of Penarth and Barry. Relatively few people and limited sections of the local population use it for active-travel trips – to work, school, shops and community events etc. Active-travel aims to provide for local trips by all sections of the community, most active travel trips being on foot. Funds should go primarily to enhancing such provisions, not to longer distance cycling routes.

This project as designed fails

to provide for some obvious local trips

Trips from Lavernock hamlet, church and chalet/camping site (also nature reserve and beach) because it fails to join the Port Road. The cycleway flies over the top of Port Road with no link to it. The excuse is no space for a gentle (5%) ramp; doing the best possible is to provide nothing but steps for walkers with steep ramp alongside to wheel bikes.

Trips from Sully to and from the popular Cosmeston Park.

The Mile Road entrance to the Park at the StMarysWellBay/Lavernock Rd junction is not near the cycleway and ramp on StMarysWellBayRd, diversion that way adds substantially to the Sully-Cosmeston Park trip. Walkers including youngsters from Sully make this trip, so a cycleway/walkway to the 3-metre standard would serve this need.

to provide a safe route for single people

The proposed long stretch through secluded woodland from the Vineyard to St MarysWellBay and Port roads is unsafe for single women and youngsters. Not only does the Active Travel design guide recommend against secluded sections of routes (ie. out of sight and earshot of homes etc.) but experience in Cardiff even on the much used Taff Trail has shown single women and youngsters being waylaid. Single persons returning to Sully from work or school in late afternoon would be unsafe on the secluded cycleway.

to provide a cycleway to Cosmeston Park from Penarth

Various walking routes exist, but the railway path connects only via unsuitable estate roads, Cosmeston Drive being much steeper than the 5% standard maximum, other routes using narrow passages. The obvious new link via the footpath/lane to the south of the Cosmeston estate (flies over the cycleway on a bridge) is ignored. Likewise, even providing steps so that people can use this walking route to the coast or to Cosmeston Park is ignored.

to provide for tree replacement in accord with the Council's Tree Strategy.

The consultants just quote a 3:1 replacement number on PPW. However, the Vale planners are obliged to go by the Tree Strategy which has a sliding scale with more than 3 replacements for each tree felled, depending on their girth. Planting standards (12 ft) in the Tree Strategy gives good confidence they will mature quickly, whereas the saplings planned (it appears) start slowly, may well fail and need replanting, so the 3 replacements have delayed starts – delayed development of canopy and wildlife habitat. The Tree Strategy also has a target to increase total tree canopy; the cycleway looks like reducing canopy, at least during the 10-15 yr strategy horizon, so the total canopy issue needed to be addressed.

to enhance biodiversity

Biodiversity will suffer, quite seriously through changing the informal half metre path though the Woodlands southwest of St MarysWellBay into a 4-metre asphalt (plus 0.5m verges) highway. Nature has taken over the abandoned railway track. The old cutting is a special damp habitat providing homes for larger mammals. The planners propose a Condition to produce a Biodiversity plan. It may be that no plan is possible to meet the requirement to enhance biodiversity on the site, in which case off-site measures are needed.

Biodiversity Enhancement is required by Planning Policy Wales 12 of 2024 in s.6.4.12: Where biodiversity enhancement proportionate to the scale and nature of the development is not proposed as part of an application, significant weight will be given to its absence, and unless other significant material considerations indicate otherwise, it will be necessary to refuse permission.

The applicant cites the much weaker and superseded biodiversity requirement in the Vale LDP plus SPG on Biodiversity, and the officers' report just repeats that.

Apart from tree planting to replace felled trees (Condition 8), which reduces biodiversity, the *enhancement measures* described in the DAS are only *bird and bat boxes, along with onsite hibernaculum/habitat piles*. Consultants commonly cite such 'enhancements' in urban areas, but in rural woodland areas with natural nesting places, they are virtually irrelevant. The requirement for enhancement *proportionate to the scale and nature of the development* is clearly not proposed. The officers' Report does not give *significant weight* to this failure nor consider the strong requirement *necessary to refuse permission* until the applicant proposes real and proportionate enhancements.

Need to consider alternatives.

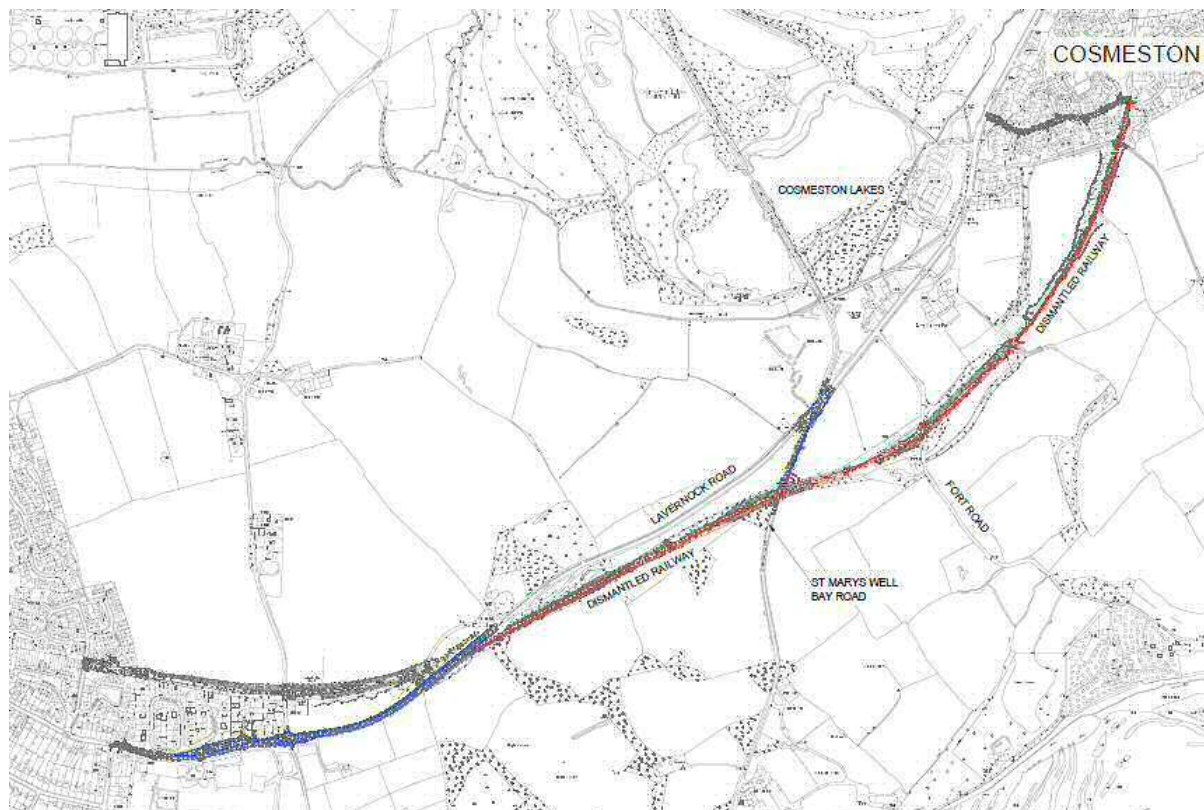
The proposal gives just the single choice, though EIA regulations require the presentation of alternatives considered.

One is that the route from Sully to the Vineyard continues as a roadside 3-m route down to the Cosmeston Mile Rd entrance, avoiding the Sully woodland. A crossing there with a link up to the present route or a 3-m cycleway along the Lavernock Rd verge are two options. This is not only cheaper, but would find it easier to meet the biodiversity requirement (in the form required by PPW)

Friends of the Earth Barry&Vale
110 Merthyr Street, Barry CF63 4LD

SITE AND CONTEXT

The sites relates to a linear route along the route of the historic railway line and adjacent to the adopted highway, between Cosmeston and the settlement of Sully. The route is shown on the plan below:



DESCRIPTION OF DEVELOPMENT

This is a screening report relating to an active travel route running from Lower Cosmeston to Sully.

Well-being of Future Generations (Wales) Act 2015

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Report

Officers consider that the proposal does not fall explicitly within any section of the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (the EIA Regulations): Schedule 2. However, although not considered to be a road under the normal understanding of the word, the development could be considered as a road for the purposes of section 10f of Schedule 2 of the regulations and exceeds the 1ha threshold. In planning terms, "road" often includes carriageways intended for vehicular traffic, and cycleways and footpaths may be considered ancillary or associated infrastructure, unless

they are part of a larger transport scheme or have significant environmental effects due to scale, location, or sensitivity of the area. However, for the avoidance of doubt, it is considered reasonable to conduct a precautionary EIA screening opinion with regard to the proposed active travel route.

Schedule 3 of the Regulations sets out the selection criteria which must be taken into account in determining whether a development falling in Schedule 2 is “likely to have significant effects on the environment”. The three broad criteria are:

- 1) characteristics of the development;
- 2) the environmental sensitivity of the location; and
- 3) types and characteristics of the potential impact.

Characteristics of the development

- (a) the size of the development;
- (b) the cumulation with other development;
- (c) the use of natural resources;
- (d) the production of waste;
- (e) pollution and nuisances;
- (f) the risk of accidents
- (g) the risk to human health

The proposal would occur along a linear route with a total area of circa 1.33ha, an extensive area, although it is noted that the works predominantly comprise of hard surfacing, a lighting scheme and facilitatory works to provide access to the route. As such, the development would not be widely visible and would not have significant visual implications, beyond its immediate environs.

It is noted that application 2020/01170/OUT has a resolution for the grant of planning permission for 576 dwellings, education and community facilities, to the northern end of the route, however, the indicative masterplan showed the active travel route subject of this screening opinion running centrally through the site. It is also noted to the south of this area, application 2022/01113/RG3 granted permission for a new school. Notwithstanding this, noting the nature of the development and the lack of any other significant similar development, it is considered that the proposals would not have any significant cumulative impacts, including when considered with existing highway infrastructure.

The proposal would make use of an existing resource through use of previously development land within the existing railway corridor and in places alongside the existing highway corridor connecting Sully and Penarth. There would be some limited intrusion into treed areas, particularly to facilitate connection of the railway corridor and the road and within areas to provide access facilities. However, it would not degrade or result in the loss of that natural resource (i.e. the natural resource would be significantly retained) to a degree that would warrant EIA. There would not be a significant level of waste produced from the development, nor a level of risk of pollution that would necessitate an EIA.

The operation has the scope to increase the number of active travel movements between the settlements and would utilise the verge adjacent to the existing highway and an abandoned railway corridor. This would result in additional movements including adjacent to dwellings along the route, although subject to suitable mitigation properties, it is considered unlikely that the operations would result in significant nuisance or disturbance to occupiers of neighbouring properties. Furthermore it is noted that it would facilitate active travel movements and providing a viable alternative to the private car that would

likely reduce vehicle related pollution and facilitate active travel movements, to the benefit of health. Noting historic land use, there is scope for some land contamination along the route, however, noting the limited nature of works proposed and nature of the development, it is considered that subject to suitable survey work and related conditions, any associated pollution or potential risk to health, would not be of a scale or nature to trigger the need for an EIA.

The introduction of active travel routes could result in potential conflict between users and vehicles where it is adjacent to the road or where users need to cross the highway. However, it is considered that subject to suitable design, including suitable crossing points, and consultation with the Council's Highway Development section, it is considered that the proposals would not give rise to any potential scope for accidents, significant enough to require an EIA.

The environmental sensitivity of the location

- (a) the existing and approved land use;
- (b) The relative abundance, quality and regenerative capacity of natural resources in the area
- (c) the absorption capacity of the natural environment.

Circular 11/99 refers specifically to:

- Sites of Special Scientific Interest (SSSI) and European sites
- National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB)
- World Heritage Sites and Scheduled Monuments.

The route itself is free of a recognised ecological designation, albeit there are features including trees (both under a Tree Preservation Order and unprotected), hedgerows and buildings/structures that may provide features that could support wildlife. It is noted that the Cosmeston Lakes Site of Special Scientific Interest (SSSI) is sited to the north and west of the application site and Ty-r-Orsaf Site of Importance for Nature Conservation (SINC) is adjacent to the southwest of the site. The River Severn is situated in excess of 200m to the eastern boundary of the site that are recognised as Sites of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and an NRW Ramsar Site. Whilst there are some localised features of archaeological importance in proximity to the route, there are no World Heritage Sites or Scheduled Monuments along the route.

As mentioned previously the proposals would introduce an active travel route adjacent to the existing highway and along a disused railway corridor. Although near to sites of potential sensitivity, noting the nature of the proposed use to facilitate cycling and walking connections between settlements, and relatively minor scope of works involved, it is considered that the impacts on the identified sites would likely be negligible, and certainly not to an extent to warrant EIA. There are features including trees (both under a Tree Preservation Order and unprotected), hedgerows and buildings/structures that may provide features that could support wildlife, along the route. It is acknowledged that the route may facilitate a degree of vegetation clearance and have other localised impacts, albeit these matters can be suitably considered through the submission of appropriate survey work and in turn mitigated through identified working methods, compensation and enhancement of any effected habitats or species. This has also been subject to consultation and recommendations of relevant consultees, including the Council Ecologist and Natural Resources Wales. It is considered that the application has demonstrated that subject to compliance with submitted documents and identified conditions, there would not be harmful or significant environmental impacts in this regard, certainly not to a degree that would require an EIA.

Types and characteristics of the potential impact

- (a) the extent of the impact (geographical area and size of the affected population);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the onset, duration, frequency and reversibility of the impact
- (g) the cumulation of impact
- (h) the possibility of effectively reducing the impact

The operations would be sited along a linear route between two settlements and there would not be a significantly large population directly affected. The proposals would on the main be located away from boundaries with residential properties and while there may be a degree of impact to some properties near to the route, consideration of any related impacts does not in itself amount to a significant environmental impact necessitating an EIA. There are not considered to be any transboundary or particularly complex environmental impacts associated with the proposal, given its scale and nature. The probability of the impact would be high and permanent, for instance it is recognised that some trees would need to be removed, however, the magnitude is not considered to be significant.

As noted above there is not considered to be any demonstrable cumulation of similar impacts. Furthermore, there would exist a possibility of effectively reducing impacts given the nature of the proposal, including but not limited to a sensitive lighting scheme (including design of columns; warmth and direction of light and limiting hours), a robust landscaping strategy to include replacement at a ratio of at least 3:1 (inclusive of a mix of standard of trees) and requirement for a suitable biodiversity enhancement strategy.

Welsh Office Circular 11/99 states that EIA will usually only be needed for Schedule 2 developments in three main types of case: a) for major developments which are of more than local importance; b) for developments which are proposed for particularly environmentally sensitive or vulnerable locations); and c) for developments with unusually complex and potentially hazardous environmental effects.

In this respect, and taking into account each of the above, it is concluded from the information submitted that there is not considered to be a requirement for a formal Environmental Impact Assessment to be submitted under the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017.

It is considered that the decision complies with the Council's well-being objectives and the sustainable development principle in accordance with the requirements of the Well-being of Future Generations (Wales) Act 2015.

The appropriate marine policy documents have been considered in the determination of this application in accordance with Section 59 of the Marine and Coastal Access Act 2009.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE: 9 OCTOBER 2025

Application No.: 2025/00597/FUL	Case Officer: Mr. Ceiri Rowlands
Location: Christ Church Presbyterian, Tynewydd Road, Barry	
Proposal: Proposed change of use to retail, restaurant and staff accommodation with first floor rear extension with internal and external alterations	

From: Shared Regulatory Services (Neighbourhood Services)

Summary of Comments: Memo to confirm comments and content of requested planning condition.

Officer Response: Recommend amendments to proposed planning condition 9 to reflect the comments of the EHO. Specifically, to require rating levels meet a level which is 5db below existing background levels at the nearest existing residential receptor.

The proposed amended text is highlighted yellow, below: -

10. *No plant or machinery other than expressly authorised by this permission shall be installed on the site unless details have first been submitted to and approved by the Local Planning Authority. All plant and machinery shall operate to achieve an overall rating level figure no higher than no higher than -5db LAeq during the daytime and -5dB LAeq during the night compared to existing background levels, measured at the boundary of the nearest residential property (Newlands Street), and the resulting noise shall contain no tonal element. Post installation testing shall also be carried out within 6 weeks of the first operation of any plant and machinery, including the mechanical extraction system, and details of the test results shall be submitted to the Local Planning Authority in writing within 14 days of the test date, together with any details of mitigation should the units not achieve the required overall rating figure(s) stated above. If the rating levels exceed those specified above, the plant and machinery shall cease operation until the mitigation has been approved and implemented. Any such approved mitigation measures shall be retained in perpetuity.*

Reason:

To ensure that residential amenity is protected, and to ensure compliance with the terms of Policies SP1 (Delivering the Strategy), MD2 (Design of New Developments) and MD7 (Environmental Protection) of the Local Development Plan.

Action required: Members to note.



Shared Regulatory Services
Gwasanaethau Rheoliadol a Rennir



COFNOD / MEMORANDUM

I / To:	Ceiri Rowlands	Oddi Wrth / From:	Richard Romero
Adran / Dept:	Planning Department	Ein cyf / Our ref:	RR3-17525/25
Dyddiad / Date:	22 September 2025	Ffôn / Tel:	
Eich Cyf / Your Ref:	2025/00597/FUL	Ebost / Email:	rromero@valeofglamorgan.gov.uk

**SUBJECT: PROPOSED CHANGE OF USE TO RETAIL, RESTAURANT AND STAFF
ACCOMMODATION WITH FIRST FLOOR REAR EXTENSION WITH INTERNAL AND EXTERNAL
ALTERATIONS**

PLANNING APPLICATION NO: 2025/00597/FUL

**CHRIST CHURCH PRESBYTERIAN, TYNEWYDD ROAD, BARRY, VALE OF GLAMORGAN, CF62
8HB**

I refer to your memorandum received by this department on 01 July 2025, this department has to make the following comments regarding the above application.

Noise Comments

No plant or machinery other than expressly authorised by this permission shall be installed on the site unless details have first been submitted to and approved by the Local Planning Authority. All plant and machinery shall operate to achieve an overall rating level figure no higher than -5db LAeq during the daytime and -5dB LAeq during the night, measured at the boundary of the nearest residential property (Newlands Street), and the resulting noise shall contain no tonal element.

Post installation testing shall also be carried out within 6 weeks of the first operation of any plant and machinery, including the mechanical extraction system, and details of the test results shall be submitted to the Local Planning Authority in writing within 14 days of the test date, together with any details of mitigation should the units not achieve the required overall rating figure(s) stated above. If the rating levels exceed those specified above, the plant and machinery shall cease operation until the mitigation has been approved and implemented. Any such approved mitigation measures shall be retained in perpetuity.

RICHARD ROMERO, ENVIRONMENTAL HEALTH OFFICER

MATTERS ARISING FOR COMMITTEE**COMMITTEE DATE : 9 OCTOBER 2025**

Application No.: 2025/00597/FUL	Case Officer: Mr. Ceiri Rowlands
Location: Christ Church Presbyterian, Tynewydd Road, Barry	
Proposal: Proposed change of use to retail, restaurant and staff accommodation with first floor rear extension with internal and external alterations	

From: Cllr I Johnson**Summary of Comments:** Comments received in support of the application and officer's recommendations.**Officer Response:** None required**Action required:** Members to note

From: Johnson, Ian (Cllr)
 Sent: 07 October 2025 15:21
 To: Robinson, Ian; Rowlands, Ceiri
 Subject: 2025/00597/FUL Christ Church Presbyterian

Follow Up Flag: Follow up
 Flag Status: Flagged

Please see attached comments regarding this planning application:

As the local ward member for the New Jerusalem Church (re-named as Christ Church Presbyterian), I am pleased that the current plans for the building involve retaining the traditional church, rather than demolition as previously proposed in 2021.

This is an important and historic building which dates back to Barry's early days in the 1890s, which I understand was originally a Welsh medium chapel before being bought by the Congregational Church and renovated in the 1960s.

Bringing the historic building back into use as a restaurant and shop is a positive, but has its own challenges.

It is important that this town centre development is successful, but also that it does not negatively affect local residents at David Davies Court, opposite, and Newlands Street, to the rear.

I welcome the proposed planning conditions, particularly around ventilation of fumes and odour, noise prevention, and opening hours.

I also welcome the condition for a Delivery Management Plan, which should focus on both safe delivery of goods to the premises which does not allow vehicle access over the footway, and also at times which are not unsociable for local residents. I would appreciate the opportunity of sight of these proposals in order to comment, as a local member.

Finally, I am also satisfied with the proposed condition that the former frontage to the site will be reinstated as part of the development as that will enhance the traditional look of the premises.

Cynghorydd / Councillor Ian Johnson

Cynghorydd Ward Buttrills Ward Councillor
 Plaid Cymru – the Party of Wales
 Cyngor Bro Morgannwg / Vale of Glamorgan Council
 Ffôn / tel: [REDACTED]
 e-bost / e-mail: [REDACTED]

*Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.
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