

===== Forwarded message =====

From: [REDACTED] (Chair) [REDACTED] >
To: "lburnett"<[REDACTED]>, "sdperkes"<[REDACTED]>
Cc: "St Athan Community Clerk"<[REDACTED]>
Date: Mon, 29 Dec 2025 14:11:12 +0000
Subject: Clive Road Development
===== Forwarded message =====

Good Afternoon Lis/ Sandra

I would like to invite you to a public meeting to discuss the proposed Clive Road Development which was introduced at the last cabinet meeting.

As you can imagine this has received a lot of negative feedback via Facebook and directly to myself.

I would like to point out this has not been agricultural land for a long time as you have stated in the RLDP and is widely used by the public for dog walking etc. Your current RLDP proposes building on all local green fields which are currently public access.

Whilst I understand the need for additional council housing this is not the location for many reasons for which I would be happy to meet separately and discuss.

Please advise dates you will both be available to attend towards the end of January so we can make arrangements.

If you are unable to attend this meeting St Athan Community Council will hold it anyway

Best Regards [REDACTED]

Cllr [REDACTED]

Chair

St Athan Community Council



Save Clive Road Field

A community
Space

Bike Riding
Playing
Dog Walking
Socialising
Exercise
Wellbeing

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

30/12/25

Dear Councillor,

Re: Local Development Plan (LDP) – Clive Road Field Allocation

I am writing to raise concerns regarding the inclusion of Clive Road Field as an allocated site within the Local Development Plan (LDP). Specifically, I would like to address the allocation of this site under the assumption that additional smaller sites are required in the St Athan area.

As you are aware, there are already significant proposed developments in the vicinity, including:

- Land at Church Farm St Athan-**532**

- Land to the West of St Athan -**600**
- Former Stadium site-**80**
- Northern Access Road -**235**

The following points outline the reasons for my objection to the development of Clive Road Field, based on several key issues:

1. Public Access

Since my arrival in the area in 2007, Clive Road Field had been widely used by the public for various recreational purposes and has continued to be as such. It is noted that this site has been documented as a communal recreational site since 1945 and was a station football pitch at this time.

Local residents use the space daily for walking, taking shortcuts, socializing, and also engaging in outdoor activities such as cycling, picking blackberries and sloes, tennis, even horse riding and football. Families, dog walkers, and children also frequent the field, making it an integral part of the community.

Moreover, local residents have consistently taken responsibility for maintaining the space, conducting regular litter picks along the field and its edges, which have been neglected by the landowner. In 2008, the field was left to grow long, and it was later cut for hay by a local farmer. More recently, the landowner contracted a grass cutter to maintain paths through the field, though this change has unfortunately reduced the habitat for over-wintering insects, birds, and mammals.

The popularity of Clive Road Field has increased as new developments have been built in the area, increasing population and footfall, and especially as these builds have been on the alternative green spaces by the Gathering Place and alongside St Athan Road, leaving a lack of sufficient green open space. The area around the Gathering Place has seen significant development, and further housing projects north of East Camp have displaced green space, making Clive Road Field even more important to local residents. People walk from the village, drive from Eglwys Brewis to use this field for walking and socialising. Taking away our local open space will impact on public Mental Health and Wellbeing, and will impact on those who are unable to drive to other open spaces and / or are restricted due to age, ability and time constraints due to be a carer/ parent.

The public's consistent and long-standing use of this land is a **material planning consideration** and must be taken into account by the Local Planning Authority (LPA) when evaluating the proposed development. **TAN 16 (Sport, Recreation and Open Space) – resists loss of open space unless proven surplus to requirements. Councils must demonstrate the land is not needed by the community.** Given the continuous public use of the field for over 20 years, it is reasonable to argue that this land may be subject to a **Public Right of Way (PRW)** claim. The use of the field “as of right” (without force, secrecy, or the landowner’s express permission) for this period could legally qualify it for PRW status, which would require its inclusion on the definitive map. As such, I strongly urge the council to consider this issue before proceeding with any development proposals on the site.

In light of the above, I believe that Clive Road Field should not be included in the LDP for development, as its status as a potential PRW poses significant legal and planning concerns.

(Please see Additional Pictures of evidence)

2. Sewerage Concerns and Flooding

This concern is for all developments in the area.

There are also significant concerns about the current sewerage capacity in the area. In 2024, there were **39 spills** (overflows of untreated sewage) recorded, lasting a total of **499 hours**. This is an alarming figure, particularly given the impact on local residents who spend time on the beach, walk through the area, or engage in activities such as bathing (as I have done several times a week during the summer). These issues are also likely to affect local surfers who frequent the area.

At present, Natural Resources Wales (NRW) does not enforce the necessary measures to address storm overflows. While England has set a target to halve storm overflows by 2030, Wales has no such target in place. Furthermore, the Welsh Government is in the process of setting up a new body to take over from Ofwat and NRW, but it will not set similar targets for several years. Therefore, it is crucial that the Council take action to set specific targets within the **Regional Local Water Plan (RLWP)** to address this issue and reject proposals by Welsh Water that would make new homes pay for sewage treatment infrastructure that Welsh Water has not committed to properly invest in or improve.

Flooding; Urbanisation has reduced the ability of land to absorb rainfall through introduction of hard impermeable surfaces. This results in an increase in the volume and rate of surface run off as less water infiltrates into the ground. Land South of the field runs towards the dip when entering St Athan.

(Please note EDM Data at end)

3. Flight Safety

There are also concerns regarding the Take off and landing flight path neighbouring Clive Road Field. This continues to be used for maintenance, practice flights and decommissions. Although not directly on the dedicated flight path, planes often pass close to the field, and it appears that they veer off course over the field depending on wind direction. Building below this area raises a series of concerns;

Aircraft noise, vibration, pollution, increase bird strike, public safety zones.

The golf club has only retained their building due to historical use, built under RAF regulations. New Builds have not been permitted or expansion due to the flight path, which is additional to concerns with regards to aviation zones.

The safety of residents and visitors in the area must be considered when planning new developments, particularly in areas where aviation paths are in close proximity.

(Please note additional picture evidence)

4. Biodiversity

Clive Road Field supports a rich and diverse ecosystem, which is another reason why it should be preserved. Since moving to the area in 2007, I have observed a variety of wildlife in the field. I initially found dormice hibernating in my shed, and over the years, I have noted the presence of field mice, harvest mice, and voles. These species have helped sustain local predators, including owls, kestrels and buzzards, which are frequently seen hunting in the area.

Additionally, numerous bird species use the land for foraging and nesting, wildlife corridors in the substantial hedges, several species of bats are observed foraging across the field. This area plays a vital role in supporting local biodiversity, and the loss of this habitat would be detrimental to these species and the broader ecological network.

In light of this, the development of Clive Road Field would not only result in the loss of valuable public space but also harm the local ecosystem. Protecting the field would help ensure the continued survival of these species and preserve the natural environment for future generations.

(Please note additional picture evidence)

5. Access over private land

Land maintained and paid for by residents has been set on the plan as the cycle path. The entrance to this estate is over private East Camp Estate Land and will impact on the entrance to Clive Road. Parking for locals is in the main on Clive Road, the entrance to the new estate will impact on parking for existing locals who have nowhere else to park. I believe 'rigorous checks' have not been undertaken as to land ownership prior to plans being written.

(please note additional picture evidence)

6. Layout

The layout of the proposed housing are imposing on the current residents that face the field.

- **Loss of natural views:** Residents will lose their visual connection to open space, greenery, or light.
- **Overshadowing:** Taller or closely placed buildings will block sunlight and create a sense of enclosure, impacting on mental health.
- **Privacy reduction:** New proposed structures overlook existing homes and gardens, affecting residents' sense of personal space.
- **Noise and disruption:** Construction and increased vehicle traffic will disturb the current quiet of the area. Some people work nights and need sleep in the day, there are people who work from home and this build would impact on their ability to do so.
- **Community impact:** The character of the neighbourhood will shift, especially as the field is a shared social or recreational space.

7. Tackling Environmental Challenges and Promoting Sustainability within the community through maintaining Clive Road green spaces and how it fits to the Well-being plan;

A more resilient and Greener Vale

The focus should be on retaining greener, more environmentally resilient area by focusing on:

- reducing environmental harm
- protecting green spaces
- improving sustainability practices
- These actions strengthen the Vale's ability to cope with climate change, biodiversity loss, and environmental pressures — exactly what the first Well-being Objective aims for.

A more active and healthier Vale

Environmental sustainability contributes to health by:

- cleaner air
- safer walking and cycling routes
- access to green spaces

The Well-being Plan links environmental quality with physical and mental health, maintaining Clive Road Field as a green space supports this objective too.

A more equitable and connected Vale

Sustainability work often involves:

- community participation-planning policy should encourage developments that are shaped with communities, not imposed on them and taking away a space used by the public
- shared decision-making; residents who use the field should have been made aware of implications of consultations and directly informed of plans as they will have a facility taken from them, have noise, disruption, and pollution imposed on them.
- fair access to green and healthy environments: everyone in a community should have equal, reasonable access to safe, clean, natural spaces that support their physical and mental wellbeing.
- It is unfortunate that the meeting where the joint partnership of Edenstone was made public one day before business close for Christmas and to be brought to Strategy meeting one day after business opening into the New Year. This does not appear equitable and connected.

In summary, everyone in a community should have equal, reasonable access to safe, clean, natural spaces that support their physical and mental wellbeing.

- **Green space that is close to home**

People shouldn't have to travel far to reach parks, fields, or nature.

Spaces that are safe and pleasant to use

Clean air, low noise, safe paths, and places where people feel comfortable.

Opportunities for exercise and relaxation

Walking, dog-walking, cycling, playing, sitting outdoors — all the things that support wellbeing.

Not taking green space away from one group to benefit another.

Existing residents shouldn't lose their only field or open space so that new residents can gain landscaped areas.

Protecting the health benefits of nature

Access to greenery reduces stress, improves mood, and supports physical activity.

In conclusion, I strongly urge you and the local council to reconsider the inclusion of Clive Road Field in the LDP, taking into account the concerns raised above. The field serves an important role in the local community, providing recreational space and supporting local wildlife. Its development would result in the loss of valuable green space, potential legal issues regarding public access, and significant environmental impacts. Additionally, the issues of sewerage capacity and flight safety must be addressed before any further development is approved.

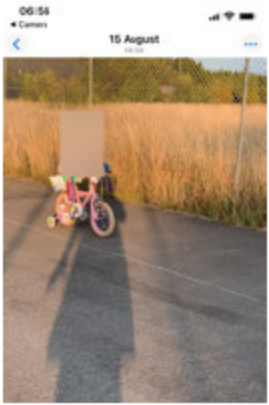
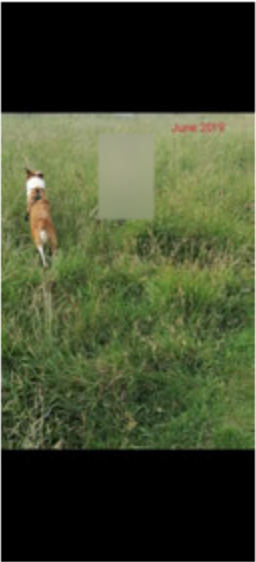
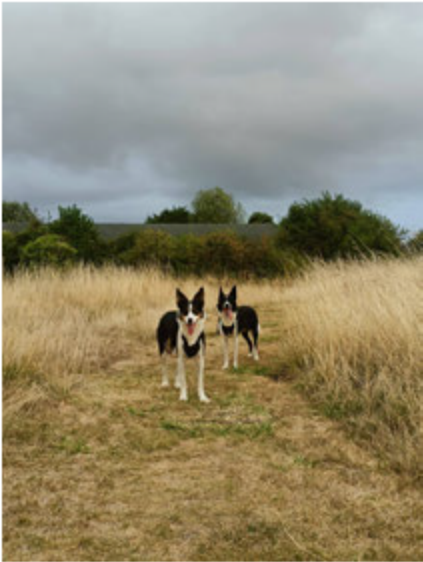
In addition the infrastructure is not in situation for the amount of proposed building for the area, I will not state the obvious lack of facilities and public transport at this point, but believe they should have due regard.

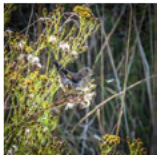
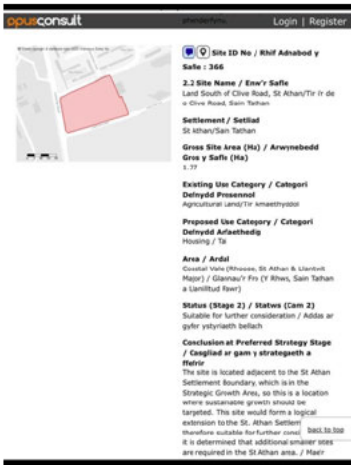
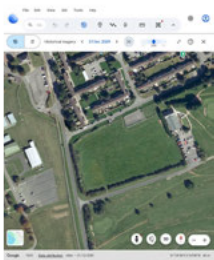
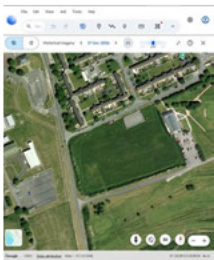
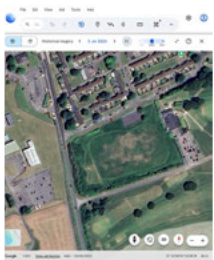
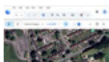
Thank you for considering my objections. I look forward to hearing from you regarding the next steps.

Yours,



Clive Road Field and Court

			
			
			
			
Biodiversity			
			Brimstone, Small Copper,
			Toad, Sunset over long grass, cowslips
			Fern, bittersweet, clover
			Sorrel, Stone Chat, sparrow

			Meadow pipit, caterpillar, Sloe bug
			Small Copper, Red soldier beetle on vine, ladybirds on thistle
			Dung fly, Cricket
			Beetle, skipper on scabious, goldfinch eating seeds
			Small Copper, soldier beetle, ants
			Wasp spider, grasses
MAPS			
Noted as Communal Site on 1945 land map			
To be used if smaller spaces are required	However there are planned 532 planned at Church Farm and 600 Land to the West of St Athan. Also 235 on the Northern access Road		
Google Earth Images from 2006 evidence paths around and through the field			
			

			
Current Parking is required and will be affected			
Proposed access is over private land			

Hello.

My family own [redacted] St Athan and are shocked and greatly saddened by the poorly thought out plans you have proposed for our field. Firstly this field is constantly used by dog walkers as its the only safe green space we have left in this area of St Athan. It is also used by children and families to safely play away from the road and other houses.

This area of St Athan has lost a considerable amount in the last 10 years. We used to have lots of green spaces, a shop, entertainment, leisure and wellbeing facility on the MOD base. Now all we have left is this field which you propose to take from us also. The proposal for the base will also negatively effect locals as there will be an increase in traffic and reduction in green space with no increase in infrastructure. This site would be the ideal location for buildings such as doctors, dentists, supermarkets and is still large enough to incorporate the proposed new houses. This would benefit the local people and provide employment opportunities for people in the social housing. Currently they will have to travel for work which is extremely difficulty via public transport.

Lastly the planning images show you have included the grass on Clive Road in your plans which belongs to the shareholders of East Vale Estate. As this land does not belong to you it cannot use it as an entrance to the proposed estate.

All of the residents of Clive Road are extremely concerned by your plans so would appreciate a consultation meeting to discuss this matter.

Thank you

[redacted]

@valeofglamorgan.gov.uk

I understand that your plans will happen regardless of the voters that put you in post have but , I will have my say , this piece of land is a local amenity official or not , we walk dogs there twice a day , hundreds of us , parks are great for kids , but we need this space as it is ! You have already taken all the green space we had at the Gathering place ,if you take this land we will have to exercise our dogs in inappropriate places between the houses , or not at all and an underexercised dog becomes more dangerous and increases the chances of a child being attacked !

The next point is the access from Clive road which is the place existing locals have to park is not wide enough to give access to this site , it is a single track with parking to one side , which is also closer to the new houses than their allocated spaces , this will give us more trouble when returning from work in the evening!

The plans show the access to your site and cycle path running along land that is owned by our estate , we as an estate have maintained this land at our own expense since the mod sold off the houses , as an estate we own this land and all the other manicured grass within the estate , so we should at least be asked if we are willing to sell and we would need recompense for this land , it is not part of the field and I for one would be against its sale !

The next is , if the golf club was told the only reason their building could stay by the CAA was because it was existing ,how come a taller estate of houses can be built in front of it , closer to the take off flight path ! Have the CAA even been notified of your plan !

This looks like another knee jerk reaction to a problem that should have been sorted years ago!

Many years ago now when I worked for the council I read a study that said people who live in mixed housing areas thrive while social only housing drop their standards and should be avoided !

Next point is this social housing is for people on low incomes I Guess , how are they going to cope with no doctors ,shops or in fact anything within walking distance , one bus an hour when they turn up , no trains or taxis .

I understand the need for social housing with this government shutting down private landlords but they need to be near amenities and employment , not an hour from Barry at rush hour or a fivers fare on the bus !

I don't want to sound like I know more than you do but the bar doesn't seem to be very high !

Why don't you use some of the old base opposite that is just sat there rotting and costing money !

Is it policy to take away amenities from the general public at all costs !



Subject: Objection to Proposed Residential Development on Land near Clive Road, St Athan

Dear Sir or Madam,

I am writing to formally object to the proposed residential development on the land adjacent to Clive Road, St Athan.

My objection is based on material planning considerations, including the loss of long-established informal open space, conflict with Planning Policy Wales and Technical Advice Note 16 (Sport, Recreation and Open Space), unsustainable pressure on local infrastructure, highway safety concerns, and the cumulative impact of multiple housing developments in the area.

1. Long-Established Use as Informal Public Open Space

Aerial imagery, historic mapping, and extensive local photography clearly demonstrate that this field has been used openly and continuously by local residents for informal recreation, particularly walking and dog walking, for a period exceeding 20 years. This use has been uninterrupted, well established, and widely recognised within the community. During RAF St Athan days, going back to 1945, it was part of a communal site (see attached '1945 land map') and the continued presence of the basketball pitch and gate access (plus clear walking pathways) is evident.

While the land may not be formally designated as public open space, Planning Policy Wales and TAN 16 confirm that long-standing informal recreational use is a material planning consideration. In practical terms, the site functions as de facto public open space and is integral to the daily wellbeing of residents.

The loss of this land would represent a permanent and significant reduction in accessible recreational space.

2. Loss of the Last Reasonably Sized Green Space Within Walking Distance

Following recently completed housing developments, and in combination with proposed developments on Burley Place and the former athletic track site, this proposal would remove the final reasonably sized, publicly accessible green space for informal leisure within walking distance for hundreds of residents in this part of St Athan.

Should all three sites be developed, residents living near Clive Road would face a walk of approximately **19 minutes** to reach the Paul Lewis Fields, and further for other residents, which would then become the nearest remaining green space. This distance exceeds commonly accepted accessibility standards for informal open space and represents a substantial worsening of existing provision.

Under **Technical Advice Note 16**, local planning authorities are expected to:

- Protect existing open space where a local deficiency exists
- Resist the loss of open space unless it can be clearly demonstrated to be surplus to requirements
- Ensure accessibility standards are met for informal, everyday recreational use

Given significant population growth and the cumulative loss of multiple green sites, it cannot reasonably be concluded that this land is surplus to requirements.

3. Unsuitability of Alternative Sites (TAN 16 Considerations)

The Paul Lewis Fields primarily comprise formal rugby and football pitches and cannot reasonably be regarded as a suitable replacement for the existing field. Formal sports pitches are not intended for unrestricted informal recreation such as dog walking, and their use in this way presents a clear **safety risk** to children and players, particularly due to dog fouling.

TAN 16 recognises the important distinction between **formal sports provision** and **informal open space**, and one cannot be treated as an acceptable substitute for the other.

4. Strain on Local Infrastructure (Schools, Health, and Services)

St Athan's population has increased by approximately **22% over the past 11 years**, yet local infrastructure has not expanded at a comparable rate.

In particular:

- The village is served by **one primary school with only one class per year group**, severely limiting capacity
- By comparison, **Cowbridge**, which has a smaller population than St Athan, benefits from **three primary schools and one comprehensive school**
- GP and dental services are already under strain, with limited capacity
- Community facilities have not expanded to meet demand

New housing development without the provision of corresponding infrastructure will exacerbate existing deficiencies. Planning policy requires **sustainable development**, not simply the delivery of housing numbers in isolation from services and facilities.

5. Highway Safety, Access, and Parking Impacts

Clive Road and surrounding streets already experience significant highway constraints, including:

- Heavy on-street parking
- Narrow carriageways
- Poor visibility in places

Additional traffic generated by new housing would:

- Reduce safe access for emergency vehicles
- Increase the risk of collisions
- Worsen congestion at peak times

Public transport provision in the area is limited, increasing car dependency. It is incumbent upon the Local Planning Authority to demonstrate that the existing highway network can **safely and sustainably accommodate** the proposed development. In my view, this has not been adequately proven.

6. Safety and Compatibility with MOD St Athan/Cardiff Airport (Additional Concern)

The site lies on or near the approach path to the MOD St Athan/Cardiff Airport runway. This raises serious material planning considerations, including:

- Aircraft noise and vibration impacts on future residents
- Safety risks associated with aircraft operations
- Potential future restrictions on flight activity arising from residential encroachment
- Increased bird-strike risk resulting from domestic landscaping
- Proximity to emergency or crash safety zones (Public Safety Zones)

I request that the Local Planning Authority confirms:

- Full consultation with **Cardiff Airport and MOD St Athan**

- Completion of an aircraft noise and safety assessment
- Clarification of any Public Safety Zone constraints

7. Biodiversity and Environmental Impact

Subject to further ecological assessment, the loss of this green field may also result in harm to biodiversity, including:

- Disruption of wildlife corridors
- Loss of bird habitat
- Removal of hedgerows or mature vegetation
- Increased light, noise, and domestic disturbance

Developers must demonstrate compliance with biodiversity net gain expectations, ensuring no net loss and preferably a net gain. This issue warrants careful scrutiny before any determination is made.

Conclusion

For the reasons outlined above, the proposed development would result in significant and lasting planning harm. It would remove a long-established and heavily relied-upon informal open space, worsen existing infrastructure and service deficiencies, introduce highway safety risks, and raise serious concerns regarding compatibility with RAF/MOD operations. These impacts conflict with Planning Policy Wales, TAN 16, and the principles of sustainable development.

I respectfully request that the Local Planning Authority refuses the application or gives substantial weight to these concerns when determining the proposal.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

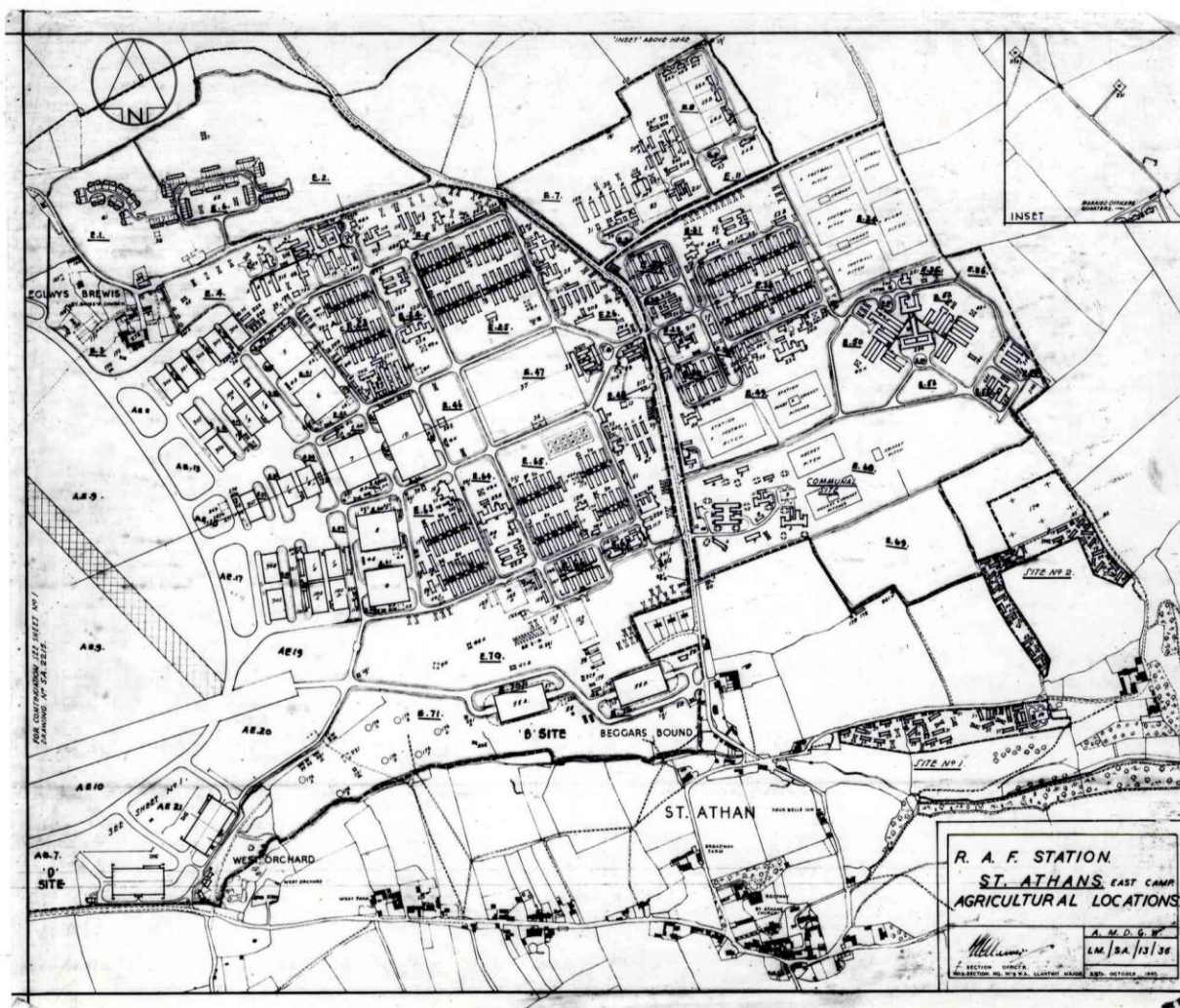




Figure 1 - Proposed development sites

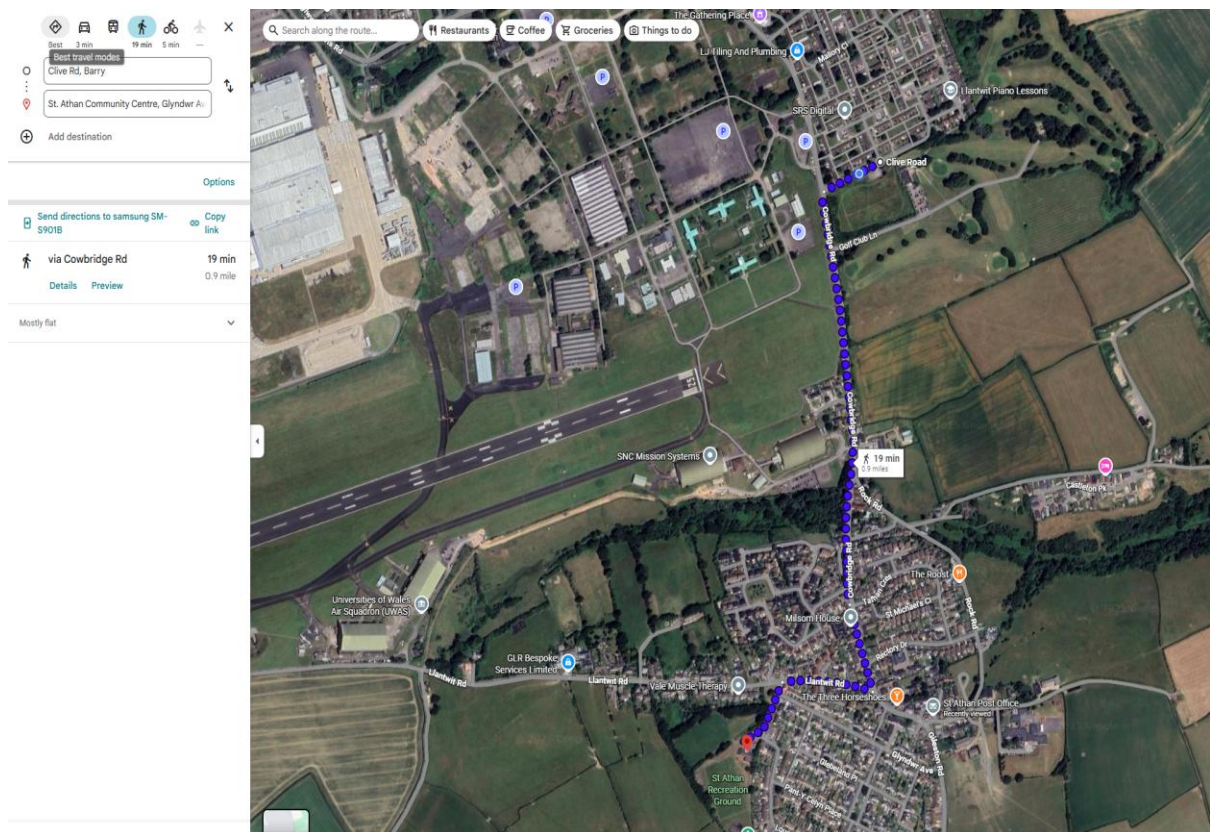


Figure 2 - Walking distance to Paul Lewis fields

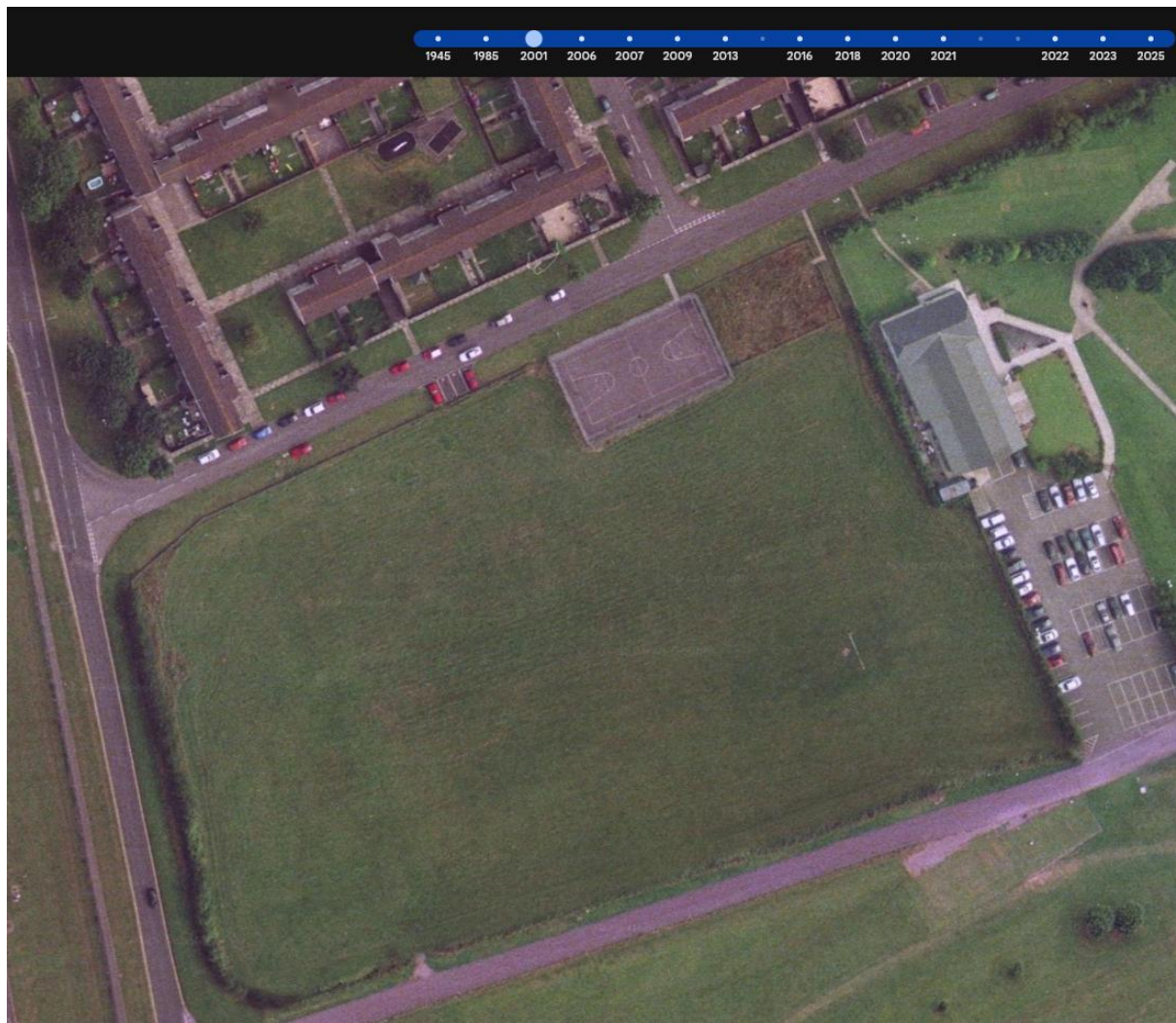


Figure 3 - 2001 Google Earth view

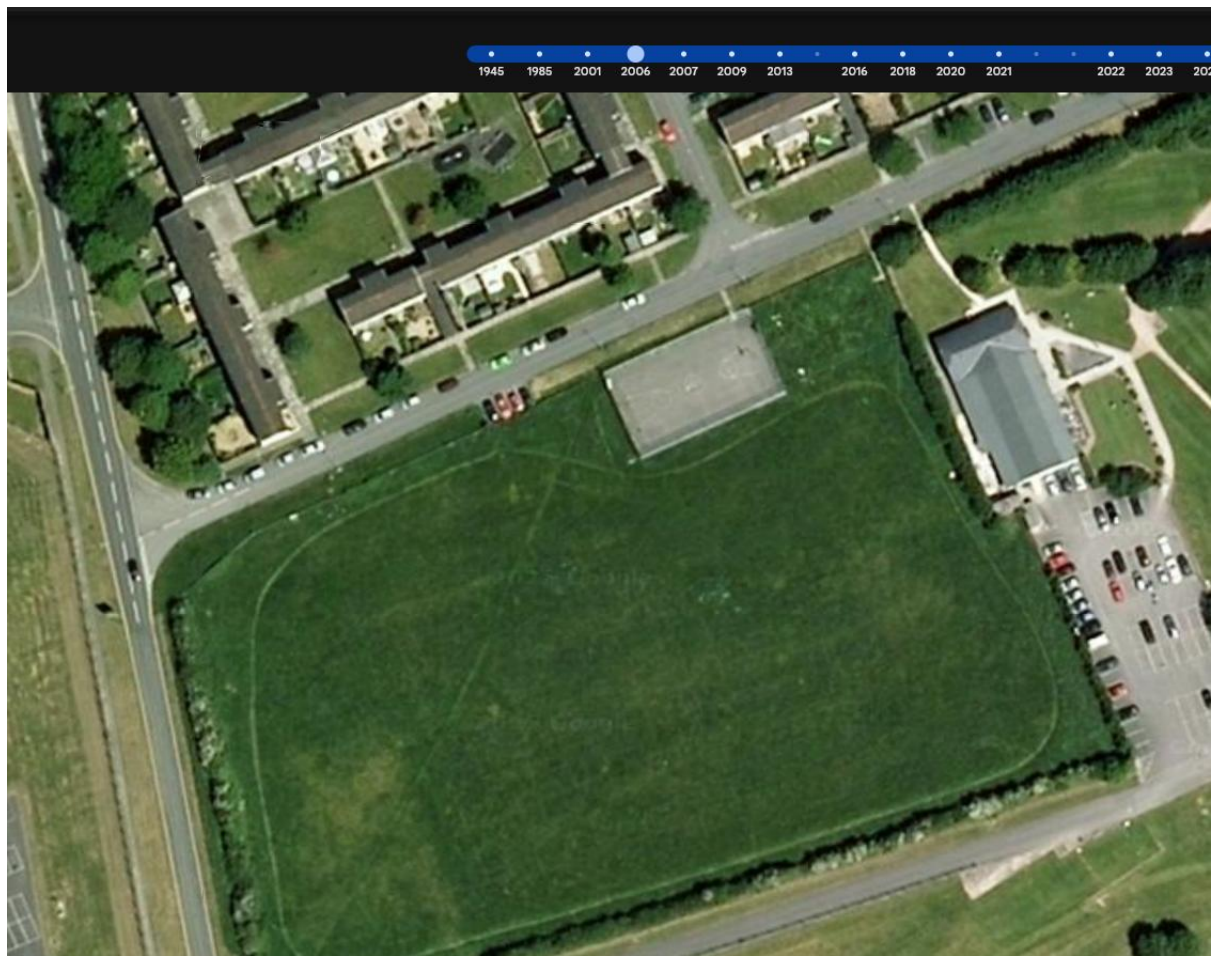


Figure 4 - 2006 Google Earth view

Submission to the Vale of Glamorgan Scrutiny Committee from the Thaw Valley Group

I represent the Thaw Valley Group, a local group in Cowbridge that is concerned with the proposal to build houses on a site between the St Athan Road and Windmill Lane

The following points are made for the Scrutiny Committee to consider

- 1) The agenda for the extraordinary meeting of the Committee was published on 23rd December 2025. The time between this event and the meeting is required to be eleven days. Whilst this time requirement has been met, no account has been made of the impact of the festive season on the public consultation and comment.
- 2) Reference is made to the site (above) in the RLDP as a site that had been 'rolled over'. Our points are that this is not a site that should be considered because :-
 - a) The original LDP called for a realignment of the St Athan Road to remove the dangerous nature of the existing highway and the absence of walking and cycling associated with it. The dangerous nature of the road and the failure to comply with the standards and policies in these areas have been confirmed in an independent report. The nature of the site with a 12.5% incline with very limited access were features that should have meant it was excluded. As such the site was a new site, not a 'rolled over' site and should have been tested against the standards applied to new sites. Had it been so tested it would have failed.
 - b) One reason not to include the adjacent field in the 'rolled over' site has been the difficulty (stated by the developer) in purchasing the whole site. This is in stark contrast with the Barry site removed from the RLDP with similar difficulties.
 - c) The planning application for the site, cited as a reason for inclusion, did not meet the criteria for inclusion in the RLDP. The housing density was less than the required number and the percentage of affordable housing did not meet the Vale and Welsh Government requirements. There were other sites in Cowbridge (with similar scores) that could have met those criteria but were excluded.
 - d) Recent viability documents point to the site not being viable if the required numbers of affordable houses were to be built. The viability relates primarily to the difficult nature of the site. The developer has a national record of building less than 20% social housing in its developments often citing viability issues.
 - e) There are other issues worthy of scrutiny in the lead up to the submission of the planning application. A unilateral realignment of the Special Landscape Area removed the site from that categorisation without any supporting evidence. The granting of planning permission for an 'upgraded agricultural access' and subsequent adoption by the Vale is worthy of scrutiny. The access is identical to the site access described in the site Planning Submission submitted later.

3. These points have been made in a previous submission but seem to have been ignored. If the Council sets out its rules and objectives , there is a reasonable expectation that it will comply with the same. That has not happened in relation to this site,

[REDACTED]

Thaw Valley Group

Councillor [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

03/01/2026

Dear Sir or Madam,

Re: Objection to Proposed Residential Development Adjacent to Clive Road, St Athan

I am writing to formally object to the proposed residential development on the land adjacent to Clive Road, St Athan.

1. Loss of Long-Established Informal Open Space

The field has been used openly and continuously by local residents for informal recreation—particularly walking and dog walking—for more than 20 years. This long-term use is supported by aerial imagery and local photographic evidence. Although not formally designated as public open space, it has functioned as such for decades. Its loss would significantly harm community wellbeing and would be contrary to *Planning Policy Wales* and *Technical Advice Note (TAN) 16: Sport, Recreation and Open Space*.

2. Loss of the Last Accessible Green Space Within Walking Distance

Following recent and proposed developments—including those at Burley Place and the former athletic track—this site represents the last reasonably sized, publicly accessible green space within walking distance for many residents. If developed, the nearest alternative would be Paul Lewis Fields, approximately a 19-minute walk from Clive Road, exceeding accepted accessibility standards for informal open space.

Formal sports pitches are not an appropriate substitute for informal recreational land and present safety concerns for dog walking, a distinction recognised within TAN 16.

3. Unsustainable Pressure on Local Infrastructure

St Athan's population has increased by approximately 22% over the past 11 years, yet local infrastructure has not expanded accordingly. The village has only one primary school with a single class per year group, limited GP and dental capacity, and constrained community facilities. By comparison, Cowbridge—despite having a smaller population—has three primary schools and a comprehensive school.

Further housing without corresponding infrastructure investment is unsustainable and inconsistent with planning policy.

4. Highway Safety and Access Concerns

Clive Road and surrounding streets already experience narrow carriageways, restricted visibility, and extensive on-street parking. Additional traffic generated by the development would worsen congestion, impede emergency access, and increase accident risk. Public transport provision is limited, further increasing reliance on private vehicles. The Local Planning Authority must demonstrate that the existing highway network can safely accommodate the additional demand.

5. Compatibility with RAF/MOD St Athan Operations

The site lies on or near the approach path to the RAF/MOD St Athan runway. This raises concerns regarding aircraft noise, operational safety, potential future restrictions, bird-strike risk, and proximity to Public Safety Zones. I request confirmation that full consultation has taken place with MOD St Athan and that appropriate aviation safety assessments have been undertaken.

Conclusion

For the reasons outlined above, the proposed development would result in substantial planning harm through the loss of long-established informal open space, increased pressure on local infrastructure, heightened highway safety risks, and potential conflict with RAF/MOD operations. I respectfully request that the application is refused or that these concerns are given significant weight in the decision-making process.

Yours faithfully,



St Athan Community Council

From: [REDACTED]
Sent: 05 January 2026 14:03
To: Lloyd-Selby, Susan C (Cllr) [REDACTED]
Cc: Iannucci, Catherine (Cllr) [REDACTED]
Subject: RE: Clive Road Development

Good Afternoon Susan,

Please add the following statement to the previously supplied email

The field has been continuously in use as a community space since the development of RAF St Athan in the 1930's, so not sure why this is classed as agricultural as stated within the RLDP

During the planning process of previous application for surrounding the capacity of the sewage system has been an issue as the current system is only just fit for purpose

You are intending to place council houses in an area which has poor public transport buses once an hour if they show up all, no close train station and even if one is built within St Athan it still likely to not be close due to the nature of the village. The closest shop is approx 1 mile away and if this goes ahead so is the closest green space for dog walking/ exercise etc.

What infrastructure would these houses bring to St Athan as if these are to go ahead there should be some benefit to the surrounding community to offset the loss of the green space.

Would these houses be built within the guidelines of CAA document CAP738 for the safeguarding of aerodromes which can be viewed at
<https://www.caa.co.uk/publication/download/12346>

Sorry I am unable to attend as I would have liked to make a representation in person but it the very short notice of this meeting it clashes with the community council which will be held on the same night

Best Regards [REDACTED]

----- On Fri, 02 Jan 2026 16:04:13 +0000 **Lloyd-Selby, Susan C (Cllr)** <[REDACTED]> wrote ---

Hello, thanks for your e-mail. We can accept it as a written representation regarding the RLDP- it will be redacted and shared with Committee Members, VOGC Cllrs and the relevant officers shortly. Representations can be received up until 4pm on Monday (in case you wished to add anything)

Thanks

Susan Lloyd-Selby
Councillor

Elected Member
Vale of Glamorgan Council / Cyngor Bro Morgannwg

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

Visit our Website at www.valeofglamorgan.gov.uk
Ewch i'n gwefan yn www.bromorgannwg.gov.uk

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[Follow us on LinkedIn / Dilynwch ni ar LinkedIn](#)

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



From: [REDACTED]
Sent: 02 January 2026 11:43
To: [REDACTED]
Subject: Fwd: Clive Road Development

Good Morning Both,

Apologies if this is not the correct way to contact you regarding this matter.

Please see below email send to Lis/ Sandra regarding the Clive Road Development

I would like these views noted at the Scrutiny meeting on Tuesday if possible on behalf of St Athan CC, as I am unable to attend as we met on the first Tuesday

If you would like anymore information from me, I would be happy to provide a better statement.

Best Regards [REDACTED]

===== Forwarded message =====

[REDACTED]

Date: Mon, 29 Dec 2025 14:11:12 +0000
Subject: Clive Road Development

===== Forwarded message =====

Good Afternoon Lis/ Sandra

I would like to invite you to a public meeting to discuss the proposed Clive Road Development which was introduced at the last cabinet meeting.

As you can imagine this has received a lot of negative feedback via Facebook and directly to myself.

I would like to point out this has not been agricultural land for a long time as you have stated in the RLDP and is widely used by the public for dog walking etc. Your current RLDP proposes building on all local green fields which are currently public access.

Whilst I understand the need for additional council housing this is not the location for many reasons for which I would be happy to met separately and discuss.

Please advise dates you will both be available to attend towards the end of January so we can make arrangements.

If you are unable to attend this meeting St Athan Community Council will hold it anyway

Best Regards [REDACTED]

Cllr [REDACTED]

Chair

St Athan Community Council

[REDACTED]

@valeofglamorgan.gov.uk

RE: Concern about possible development at Clive Road St Athan.

Dear Planning

I am extremely concerned about the proposal to build on Clive Road Field. I have lived in the area for ■ years, in which time the field has changed a lot, initially it was long grass with walkways through and around the field made by the locals who I understand have used it as a walking and family space for approximately 30 years. Since I have moved in there has been some cutting of paths.

This field has been a meeting place, where I have met friends and like minded people walking their dogs, also walking with their children, enabling people to be close to nature in an open and safe space. I use the field twice daily , as do many others. People have also used the court space for football, bike riding, kite flying and is a safe place for young children as well as older children to enjoy. Since the new builds in the area there is no other common land in the area. It is used for exercise, socialisation and has been essential for my well-being.

There is a lack of transport in the area with only one bus an hour, which is not guarenteed to get to the train station on time and is unpredictable at best. With only one train an hour from Rhooose and Llantwit travel by public transport is not a viable option.

Building on this land will result in a loss of green space, many species have long used the field and surrounding area as their habitat, for foraging and nesting; this has included bats that we see flying regularly at dawn and dusk, also numerous sparrows- Since 1970, almost 30 million House Sparrows have vanished from the UK, which means they're now on the UK Red List of Birds of Conservation Concern! Field mice, dormouse, numerous spiders including wasp spiders have made their habitat in the field, although recent full cutting has reduced numbers!

Any building on this land will lead to a change to the nature of the area with views to the sea and exmoor .

The site within east camp raf could easily be used rather than green field site.

Building on this site will have a severe effect on the well being of numerous local residents, people from St Athan village, the new builds to the north of st Athan and East camp use this as a social and exercising facility.

Please update me on any consultation on this proposal. The council are renown for dismissing public concerns, are they dismissive of our well being also?

Yours, with concern

■

Objection to Planning Application for land adjacent to Clive Road, St Athan (site ref HG1(8))

Dear Sir or Madam,

Having considered the plans, I wish to formally object to the proposed residential development on the land adjacent to Clive Road, St Athan. Despite St Athan being in a semi-rural location, there are very few green spaces that residents can safely enjoy. Most of the land in this area is farmland with no access to residents (apart from any rights of way that may exist). This has already placed residents on the development where I live (Parc Fferm Wen) in direct confrontation with the farmer who understandably does not want people walking on his land. I believe the loss of the Clive Road Field and other green spaces here in St Athan will only exacerbate this situation.

Whilst I understand the provision of housing is absolutely vital, there are plenty of other unused non community spaces in The Vale in arguably in better locations that would be better used for this purpose. I therefore respectfully urge you not to approve these plans and my arguments to decline are listed below.

Loss of Long-Established Informal Open Space

This field has been used openly and continuously by local residents for informal recreation, particularly walking and dog walking, for more than 20 years, as evidenced by aerial imagery and local photography. Although not formally designated, it functions as de facto public open space. Its loss would cause significant harm to community wellbeing and is contrary to Planning Policy Wales and Technical Advice Note 16 (Sport, Recreation and Open Space).

Loss of the Last Accessible Green Space Within Walking Distance

Following recently completed housing developments, and alongside proposed developments at Burley Place and the former athletic track, this site represents the last reasonably sized, publicly accessible green space within walking distance for hundreds of residents. If these sites are developed, the nearest remaining green space would be the Paul Lewis Fields, approximately a 19-minute walk from Clive Road, which exceeds accepted accessibility standards for informal open space.

Formal rugby and football pitches do not provide an appropriate substitute for informal recreational land and present safety risks if used for dog walking, a distinction recognised within TAN 16.

Unsustainable Pressure on Local Infrastructure

St Athan's population has increased by approximately 22% over the past 11 years, yet infrastructure has not kept pace. The village has one primary school with only one class per year group, limited GP and dental capacity, and constrained community facilities. By contrast, Cowbridge, with a smaller population, benefits from three primary schools and a

comprehensive school. Further housing without new infrastructure is unsustainable and contrary to planning policy.

Highway Safety and Access Concerns

Clive Road and surrounding streets already experience narrow carriageways, poor visibility, and significant on-street parking. Additional traffic would worsen congestion, reduce emergency access, and increase accident risk. Public transport provision is limited, increasing car dependency. The Local Planning Authority must demonstrate that the highway network can safely accommodate this development.

RAF/MOD St Athan Compatibility

The site lies on or near the approach to RAF/MOD St Athan runway. This raises serious concerns regarding aircraft noise, safety, potential future operational restrictions, bird-strike risk, and proximity to Public Safety Zones. I request confirmation of full consultation with MOD St Athan and appropriate aviation safety assessments.

Conclusion

For the reasons above, the proposed development would cause significant planning harm through the loss of long-established informal open space, increased infrastructure and highway pressures, and potential conflict with RAF/MOD operations. I respectfully request that the application is refused or that these concerns are given substantial weight in the decision-making process.

Yours faithfully,

██████████

██████████

██████

More and more housing is springing up in St Athan, yet there is limited school placements with nowhere assigned for parent parking, no investment into infrastructure, shops or amenities. The promised train station never came to fruition, and the road through St Athan has become dangerously busy for the inhabitants, including the children.

With the considerable increase in housing, what measures are being put in place to counteract the issues I've detailed above?

Kind regards,

XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

51 new builds on clive road St athan

I'd like to raise awareness on the fact that there is no parking what so ever already on clive road- and the estate for that matter.

There is only one way in and out of this side of the estate, its a single side of the road due to parked cars all along.

It's carnage all throughout the day.

Secondly, we have just bought a house on [REDACTED] [REDACTED] we would never of moved here if we had known this previously. There will be constant noise and pollution in the air - our baby daughter has [REDACTED]. She needs constant care, medicines, physio and nebuliser, along with weekly hospital visits. She struggles to sleep at the best of times due to struggling. The building work would be a tremendous nuisance, not just to us but to everyone on this estate.

Thirdly, we bought this house with intentions of settling here for good, a lovely play field right next to us for the children to play was great. Now our privacy will be next to none with houses overlooking our garden and right into our bought home.

Please consider the residents already living here.

Concern about possible development at Clive road st.athan

Dear Planning

I am extremely concerned about the proposal to build on Clive Road Field. I have lived in the area for [REDACTED] years. My first experience of going to the field was walking the dogs as a child, building snowmen, playing with friends, bird watching with my mum.

The field has changed a lot, initially it was long grass with walkways through and around the field made by those walking, and it has been a family space for approximately 30 years.

Recently there has been some cutting of paths, but was previously left uncut, making it fun for kids to play in the long grass.

People now use the field for walking their dogs, also I walk with my daughter and dogs there [REDACTED] My daughter is learning about the wildflowers and insects of which are in abundance in the field.

My mother and I take my daughter to the court space for bike riding, as it is a safe place for young children as well as older children to enjoy.

Since the new builds in the area there is no other common land in the area.

There is a lack of transport in the area with only one bus an hour, which is not reliable.

Kestrels, swallows, swifts, sparrows, starlings all forage on the field as well as small mammals! Building on this land will reduce foraging opportunity and contribute to species decline. Brown field sites lay across the road with appropriate amenities and access which would have less impact.

Flooding often happens on the dip to St Athan! Run off from the field is likely to impact on this flooding.

Building on this land will result in a loss of green space, loss of many species, habitat, feeding and foraging for creatures, outdoor community space, well-being space.

Low flying aircraft fly over the field; jets, training flights and helicopters. In case you don't know.

Please update me on any consultation on this proposal. The council are renown for dismissing public concerns, are they dismissive of our well being also?

With Concern

[REDACTED]

[REDACTED]

[REDACTED]

Scrutiny Committee 6 January 2026

Item 4 RLWP

Proposal to make Housing proposals requiring Sewage Treatment at West Aberthaw Treatment Works to be dependent on agreeing firm plans for sufficient sewage treatment capacity



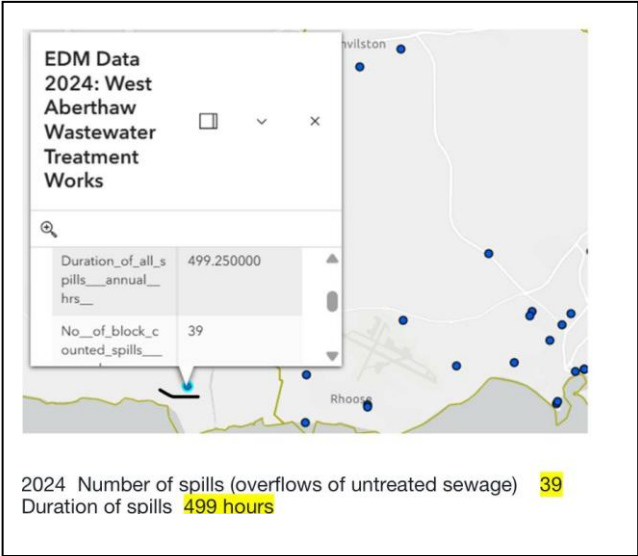
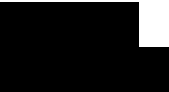
Welsh Water disclosed at the Placemaking consultation on the two large proposals at St Athan (Church Farm and west of it, 500-600 each) that their sewage treatment works had capacity for only half the planned numbers.

We know from the records of frequent discharges of untreated sewage discharges from the West Aberthaw works that the capacity is insufficient at present to cater for all but exceptional weather conditions as required by law. Welsh Water last year admitted that 44 of their treatment works were operating unlawfully. NRW is not a reliable regulator, having prosecuted not a single works.

Welsh Water had not required contributions from the recent housing developments at Eglwys Brewis etc. towards capacity to overcome the unlawful overload of the West Aberthaw works. Welsh Water's current 5-year investment plan has no relevant proposal - the only a levy on housing sites/number could raise funds for the necessary extra treatment capacity. Individual sites cannot on their own provide sufficient capital; a levy on each site proportional to size/number could do so.

We therefore propose the RLWP first includes the principle of an infrastructure levy for capital spending on sewage treatment. Second, that the St Athan housing sites are pending Welsh Water agreeing firm plans for sufficient sewage treatment capacity.

Friends of the Earth Barry&Vale



Fw: Clive Road Field pre planning application.

Please also find attached public responses. Why do people find out this is happening after officials have an agreement and prior to LDP finalisation. Are local consultations on the LDP ignored! Will you replace the green space by allocating land from the camp?

We have little free space left! This has been a children play area and free walking space for years! My daughter learnt to ride her bike there, my granddaughter is now doing the same! Is there no respect for local opinion and concern. Please leave it alone!

Regards

■■■■ ■■■■

----- Forwarded message -----

From: ■■■■■■■■

To: ldp@valeofglamorgan.gov.uk

Sent: Thursday, 18 December 2025 at 20:21:22 GMT

Subject: Re: Clive Road Field pre planning application.

Dear LDP Department

I understand that there is a pre -planning application for the above location.

This location has always been used for public recreation and been used increasingly by walkers since building in the area took all green local spaces. Public use of the land has increased since the new build by the Gathering Place and fields to the north of East Camp were built on. On viewing the field, which is in constant use by families, children and dog walkers, and continues to be habitat for numerous species including harvest mouse, voles, and nesting birds, bats and used as hunting ground for owls: tawny.

Flights directly over the field are common from helicopters and planes, although not part of the flight path it is within the zone of which much air traffic will cover with consideration to conditions, weather and air traffic.

I would like any information under FOI relating to pre planning application for this green field area, any consultations and responses.

It would appear ludicrous to use green spaces when there are thousands of acres of unused brown field site on East Camp with appropriate access and amenities.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Comments

**Bro Radio** ✓

2h · 🌐



51 new council homes are set to be built on Clive Road in St Athan.



broradio.fm

St Athan: plans to build 51 new council homes

👍 17 💬 30 ➦ 3



All comments ▾

[Redacted comment]

Reply



[Redacted comment]

Ahh fantastic another play space and dog walking area gone. St Athan has 1 primary school which only has 1 class per year. That's only 28/29 children that it can take a year and seeing as St Athan is already bigger than Cowbridge which has 4 primary schools maybe the council should be thinking about this first before wasting yet another piece of green land.

Absolute joke.

This will also devalue our house, making moving in the future more difficult. Fuming.

Reply 👍 1



[Redacted comment]

Reply



Write a comment...

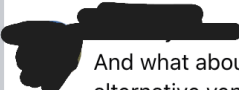


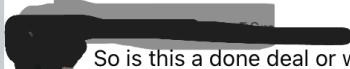


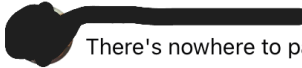
Comments

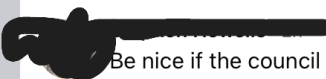

Reply  

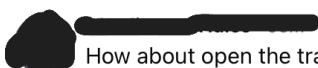

this will devalue our house 😞 and ruin our views...
Reply  

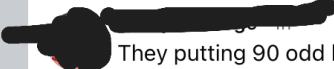

And what about the hundreds of people that use the field Dailey with no alternative venue
Reply  

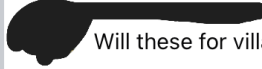

So is this a done deal or will there be consultation?
Reply  1  

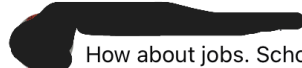

There's nowhere to park as it is 😞
Reply  5  


Be nice if the council invested in the school and doctors before throwing up more houses.
Reply  11  


How about open the train station especially if there's going to be all these extra houses
Reply  


They putting 90 odd by Scott Close, East Camp.
Reply  


Will these for villagers or outsiders?
Reply  


How about jobs. School and some grass left aswell then please
Reply  2  

 Write a comment...   



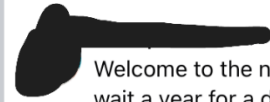
Comments

 Maybe they should be in talks with the estate managers and then electric board and sort out the street light that have ben out for theb3rd year running before putting more houses up.

But then again they will make more money out of the new homes they are trying to put up

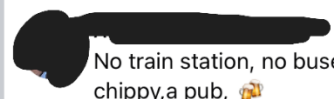
Reply



 Welcome to the new Pentwyn. Estate inside estate inside estate. Can't wait to wait a year for a doctors appointment.

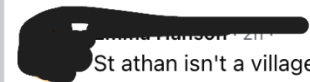
Reply



 No train station, no buses no infrastructure, no shopping centre, only a chippy,a pub, 🍷

Reply  3



 St athan isn't a village anymore 😞

Reply  3



View 1 reply

Reply



Reply



View 5 replies





Reply



Write a comment...



Objections to Inclusion of Candidate Site

ID 370 Bryn Melin

In the Preferred Strategy for the VOG RLDP (Stage 2 Site Register)

Ref : brynmelindec23rev6

Client:

Thaw Valley Group

Authors:

[REDACTED]

[REDACTED]

[REDACTED]

TABLE OF CONTENTS.

Management Summary.....	3
Objections Summary	5
1. Stage 1 Assessment.	6
1.1 Site threshold.	6
1.2 Planning History.....	8
1.2.1 Highway Safety	9
1.2.2 Visual Impact.....	10
1.3 Archaeological or Historically Important Site.....	15
1.4 Deliverability Issues.....	15
2. Stage 2 Detailed Site Assessment and Sustainability Appraisal.....	15
2.1 Wildlife Corridors or Stepping Stones.	15
2.2 Protected or Priority Species.....	15
2.3 Agricultural land quality.	16
2.4 Mineral Resources.	16
2.5 Special Landscape Areas.	16
2.6 Natural Resources.	16
2.7 Existing Physiscal site constraints.....	17
2.8 Topography and site conditions..	17
2.9 Tree Preservation orders.	17
2.10 Accessibility to local services and facilities.....	17
2.11 Highway Accessibility..	17
2.12 Health and Wellbeing/ Placemeaking.	18
2.13 Conclusions of Assessment.....	18
2.14 Candidate Site Conclusions	21
2.15 Comments on Candidate Site 370 Bryn Melin.....	23
APPENDIX 1	24

Management Summary

The site located south of the St Athan road, and described as, *ID370 Bryn-Melin* has been carried forward in to the *Vale of Glamorgan Draft preferred Strategy for the replacement Local Development plan 2021 to 2036* now currently out for consultation, primarily we believe, as it is considered by the council to be part of the *Vale of Glamorgan Local Development Plan 2011-2026*

1. Planning history – The site identified as ID370 Bryn-Melin, no longer resembles the site approved and included in the 2016 LDP. ID370 Bryn-Melin, in this RLDP application, is virtually identical to the land area submitted for planning permission to the Vale of Glamorgan (VoG) three times previously and on each occasion planning permission was refused. It is inconsistent and goes against the VOG site selection standards for it to be included now and furthermore it is a serious omission on behalf of the council to overlook or override this rule.
2. –The current planning application is flawed as the site does not meet the housing density required for Vale approval. The VoG council also applied constraints such that:
 - a. Realignment of the St Athan was required road to meet safety requirements
 - b. Both sites were to be developed together, and no development of the first site was to prevent the second site being developed
 - c. It is inconsistent and contravention to VOG Planning rules for this single field site to be included now and furthermore it is a serious omission on behalf of the council to overlook or override the stringent requirements of the previous allocation.
3. Further allocation at this stage should not be considered as the VoG council planning department, have in their possession documentation from Independent Experts proving this single site cannot be brought up to the standards required due to:
 - a. Road Safety access issues,
 - b. Unsafe pedestrian access
 - c. Adverse landscape impact
 - d. Lack of compliance to Welsh government policies
4. All of the additional proposed sites, 5 in number, within the Cowbridge area were refused at Phase 1, or Phase 2. However, enough of the reasons for excluding those sites also exist to exclude ID370 Bryn-Melin. It should also be noted that the field to the north of the St Athan road which no longer forms part of ID370 Bryn Melin was submitted as part of 2 proposals for inclusion in the Phase 2 and was rejected both times. The selection criteria have not been applied consistently and with sufficient detail to the modified site – relying on the fact that there was a flawed understanding of the initial inclusion in the 2011 to 2026 LDP.
5. Based upon the numerous appeals for the development of the site which have been dismissed, it appears something of an oddity that it was ever allocated for development. However, the allocation was subject to a number of stringent requirements, as stated above, which must not be ignored or deviated from by the developers. It is wrong for any Developer and even worse for the Council to overlook or override these essential requirements in the review of the LDP. The whole is required as an absolute pre-requisite for any inclusion of this site in the Preferred Strategy, Replacement LDP and development, for reasons set out in the Vale of Glamorgan Local Development Plan 2011 – 2026:

6. As more information became available in respect of this site, the allocation issue is questioned even more with major concerns about: landscape impact; neighbour impact; highway safety concerns; access limitations; archaeological issues and place-making difficulties all of which run counter to not only the LDP but Welsh Government advice in Planning Policy Wales, Future Wales: The National Plan 2040, associated Technical Advice Notes (TANs) and the Well-Being of Future Generations (Wales) Act 2015 - Active travel Guidance Wales.

Objections Summary.

1. The site ID 370 (Bryn Melin) does not meet the criteria for candidate site selection either for stage 1 or stage 2 using *Vale of Glamorgan Replacement Local Development Plan 2021 – 2036 Candidate Site Assessment Methodology June 2022*.
2. The site is not the same as originally proposed in the LDP. The original site proposed significant infrastructure changes including realignment of the St Athan Rd
3. The proposed site has been refused planning permission three times in the past for the same reasons that exist today, notably access, visibility, loss of amenities.
4. The proposed site application plans do not meet the housing density threshold of 30 houses per hectare.
5. The proposed site has unsafe access for both cars and pedestrians according to an independent safety audit and do not meet the requirements of Active Travel Guidance Wales.
6. The site has a significant visual impact being in a SLA and has some significant features and a scenic footpath running through the middle of the site. .It is visible from a wide area around the site.
7. Stage 2 sustainability assessment shows the site has at least four red constraints including, landscape, historic importance, mineral safeguarding and agricultural land. We also believe the site has significant physical and topographical constraints. None of these constraints can be easily mitigated.
8. The other sites in the Cowbridge area have been excluded for reasons that equally apply to the Bryn Melin site and therefore this site should also have been excluded

The site ID 370 (Bryn Melin) does not meet the criteria for candidate site selection and the reasons for this will be shown below using the *Vale of Glamorgan Replacement Local Development Plan 2021 – 2036 Candidate Site Assessment Methodology June 2022*

1. Stage 1 Assessment.

As part of the LDP review the Council will require existing LDP site allocations without extant planning permission to be re-appraised through the candidate site assessment process, and the owners of such sites should not presume that they will be automatically carried forward as part of the review

1.1 Site threshold.

It has been assumed in the consultation papers that this site is an existing one which has been assessed and approved previously This is not the case, as can be seen from the two diagrams below

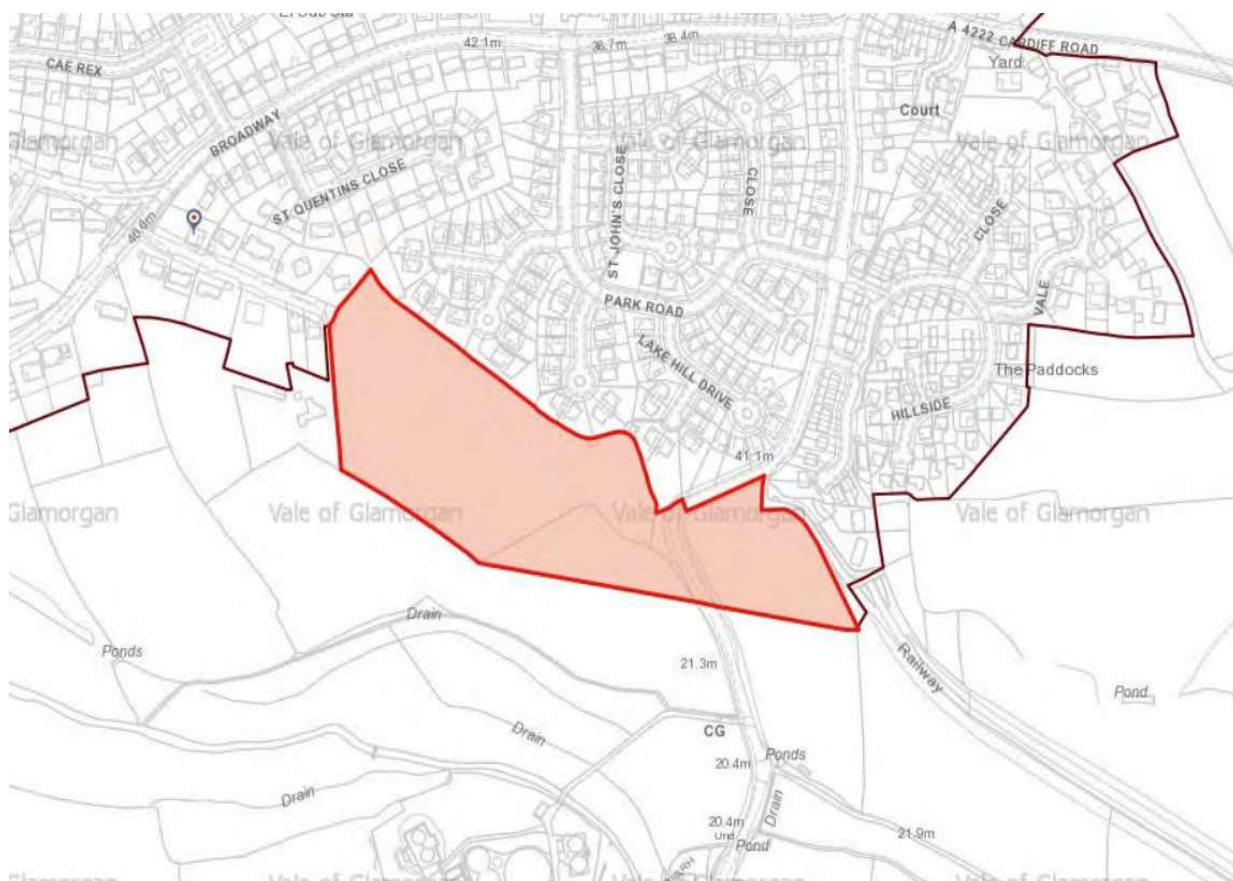


Fig 1 . Original site of 4.3 hectares for 130 houses

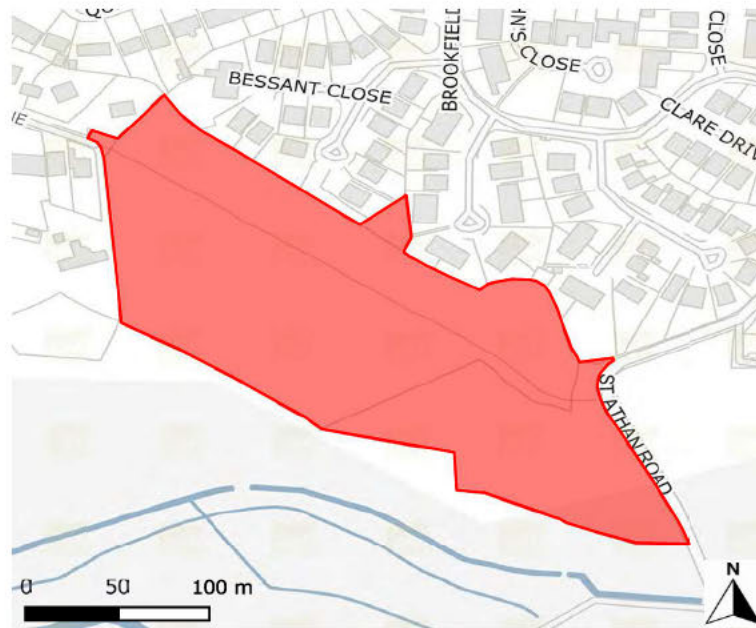


Fig 2 New site Bryn Melin 4.2 hectares for 105 houses

It is clear from the drawings above that the sites are different. The new site is supposed to be 3.8 Ha but additional land has been added to the original proposal whilst some land has been deleted. All of the land to the east of the St Athan Road has been removed and some additional land to the south of the site has been added for an attenuation basin together with a small triangle of land (existing green space on Brookfield Park estate not owned by the promotor/ developer) to the North. The resulting size of the new site is approximately 4.2 Ha. According to the guidelines this should have a density of 30 houses per hectare. i.e 126 houses. Only 105 houses have been proposed.

Therefore the site should not pass stage 1 of the selection criteria

It is very unclear why the original site has changed from the original LDP approved site. The developer in submissions to the council claimed that they could not purchase the parcel of land to the east of the road which was fundamental to the candidate site as without it the road could not be realigned. It is not clear how the candidate site passed the viability and feasibility study in the original LDP if the developer / promotor did not own this piece of land. It is also unclear why the council allowed the developer to go ahead with plans for just part of the candidate site. The council insisted in written correspondence to the developer that any plans for the reduced site must not prevent the development of the other part of the site but now the other side of the road which was proposed as a candidate site for the RLDP has been rejected but the Bryn Melin site now minus the land needed to realign the St Athan Rd (as stipulated in the LDP) has been accepted.

1.2 Planning History.

The previous iteration of the site in the current LDP was approved as it didn't have a planning history as it relied on land to the east of the St Athan Rd to make suitable arrangements for Access by realignment of the road stated as follows.

MG2 (19) Land adjoining St. Athan Road, Cowbridge 130

This 4.3 hectare Greenfield site lies to the south east of Llanblethian, and comprises two parcels of land adjacent to the St Athan Road. Outline planning permission for the whole of the site will be required in order to ensure a comprehensive approach to development and the provision of any necessary infrastructure. Affordable housing will be delivered in accordance with Policy MG4. Appendices 174 Vale of Glamorgan Local Development Plan 2011 - 2026 : Written Statement Contents The Council's Engineers have advised that a suitable safe access is required that conforms to current design criteria. In addition, future planning applications must be supported by a comprehensive and robust Transport Assessment that evaluates and determines mitigation measures which alleviate any detrimental impact the development will have on the local highway network and associated road junctions. The development will be required to fund and implement highway improvement works in the form of a realignment of St Athan Road

From the candidate assessment guidelines:

- Sites which have previously been refused on the grounds of amenity, highway safety, visual impact etc will be excluded from further consideration. The candidate site process should not be seen as a way for Development proposals to circumvent a previous planning decision which Remains valid.

The Planning Inspector made the following comment in 1973 after the Councils refusal was appealed

Although there is development on two sides of the site part of which appears as skyline development. nevertheless housing on this site would form an appreciable further intrusion into open country spilling downwards into the Thaw Valley, despite the fact that from many points it would be in conjunction with the sewage disposal works.

The council had refused permission because

The development would also detract from existing local amenities by changing the character and route of a public footpath which is important to local residents in the area/

And this was endorsed on appeal by the inspector

The value of the length of the footpath crossing the site would be considerably diminished once the site was built upon, whichever direction the path was to take.

The Planning Inspector made the following comment in 1980 after the Councils refusal was appealed

The proposal would result in an undesirable and conspicuous extension of the built-up area of Cowbridge southwards into open countryside comprising the River Thaw Valley, which area has been identified as a Special Landscape area in the Structure Plan.

The currently proposed site has been refused planning permission 3 times and we do not see that anything has changed to overturn those decisions.

The site was refused permission amongst other reasons on the basis of access (highway safety) and visual impact.

1.2.1 Highway Safety

Without the required realignment of the St Athan Rd the site access is unsafe. The access is on a downhill slope on a very narrow road which is already dangerous without the access road.

The following photographs show the access from the north and the south.



Photo 1. View of the access road (by chevron sign) from the north



Photo 2. View of the access road from the south

Because of the potential road safety issues of the proposed development an independent stage 1 road safety audit was undertaken by Lime Transport and is shown in Appendix 1.

The Safety Audit concluded that the site accessibility for both pedestrians and cars is unsafe.

Therefore the site should not pass stage 1 of the selection criteria.

1.2.2 Visual Impact.

Appendix from Planning Policy design landscape SPG

part ii policies environment policy env 4 – special landscape areas new development within or closely related to the following special landscape areas will be permitted where it can be demonstrated that it would not adversely effect the landscape character, landscape features or visual amenities of the special landscape area

The area under consideration is in the Thaw valley which is designated as an SLA. It is still shown on the drawing 82403/2 (below) in the council's documents on SLA designation.

Extending the town boundary does not remove the land from the valley. The town boundary was only altered to include land in the deposit plan. If the land was not a candidate site then it would still be classified as an SLA and being adjacent to the SLA it is subject to the same restrictions. Within the 2008 SLA supporting document the description of the Lower Thaw Valley highlights its 'dramatic valley form' and says it is a 'relatively uncommon' landscape. This document also points out that the landscape character is already being eroded by suburban development and one of the conclusions regarding the SLA is

Restrict development in widely visible areas and introduce blocks of broadleaf woodland to integrate settlement/Ford related development.

The development site extending southwards over the ridgeline and into the steep sided narrow valley will clearly only exacerbate this situation further. Para 3.2.2 of PPW states that Local Planning Authorities should consider the effect of development upon the conservation of landscape.

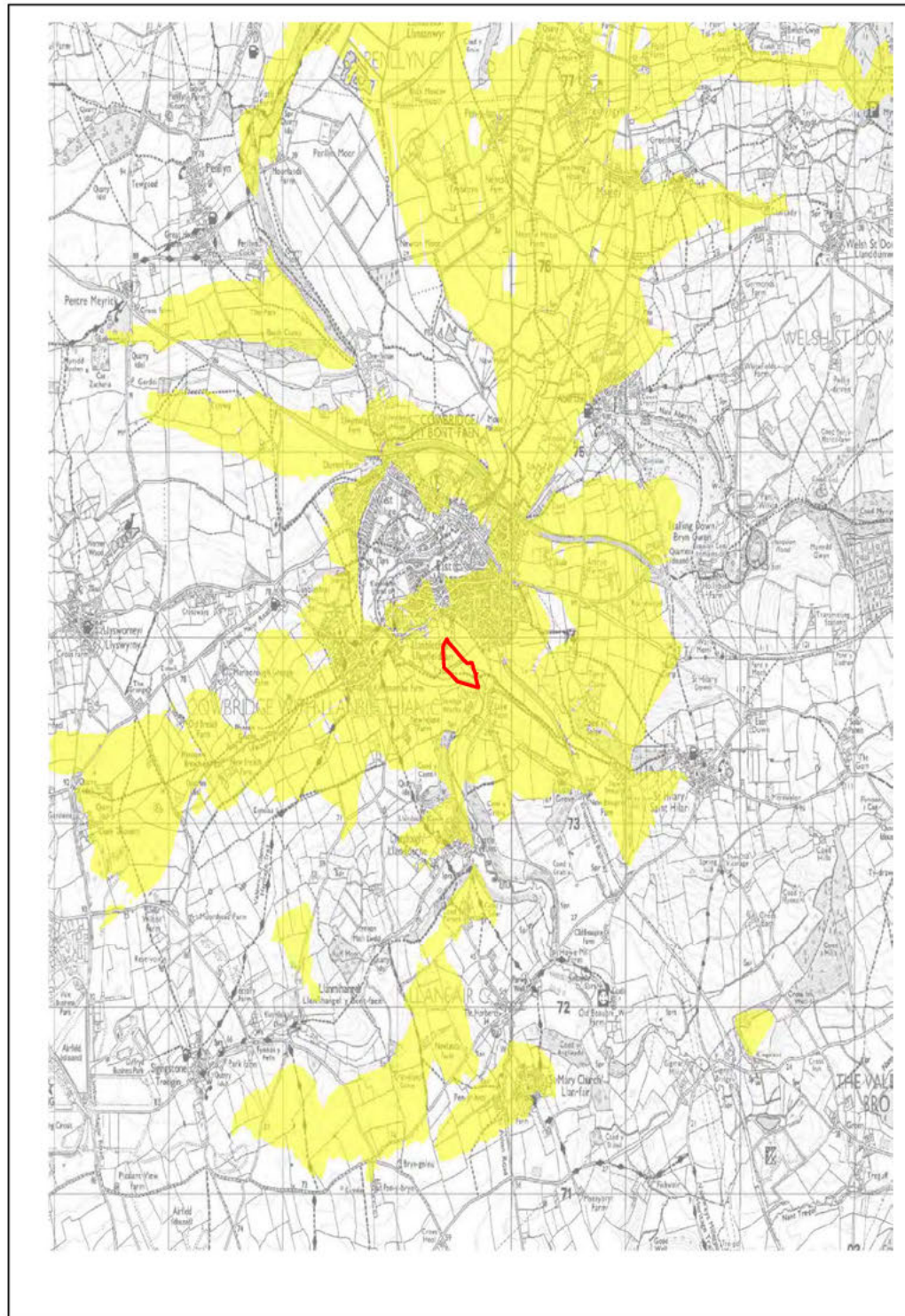
Development of this site would clearly not achieve this.

The Council's own supporting document states the *features of the Lower Thaw valley are relatively uncommon and are already being eroded by suburban development around Cowbridge.*

These are not replaceable or frequently occurring features and as such it would be unsustainable to develop the site.

The area is particularly attractive when viewed from all areas and in particular approaching from the south. The land includes a rural scenic footpath and is a habitat for many animals. The development will completely ruin the landscape particularly because of the gradient of the site which at some points exceeds 12%.

The site is very visible from a number of areas as identified by a map of the zone of theoretical visibility as shown below



DESIGN | ENVIRONMENT | PLANNING | ECONOMICS | HERITAGE

Fig 2 Zone of theoretical Visibility



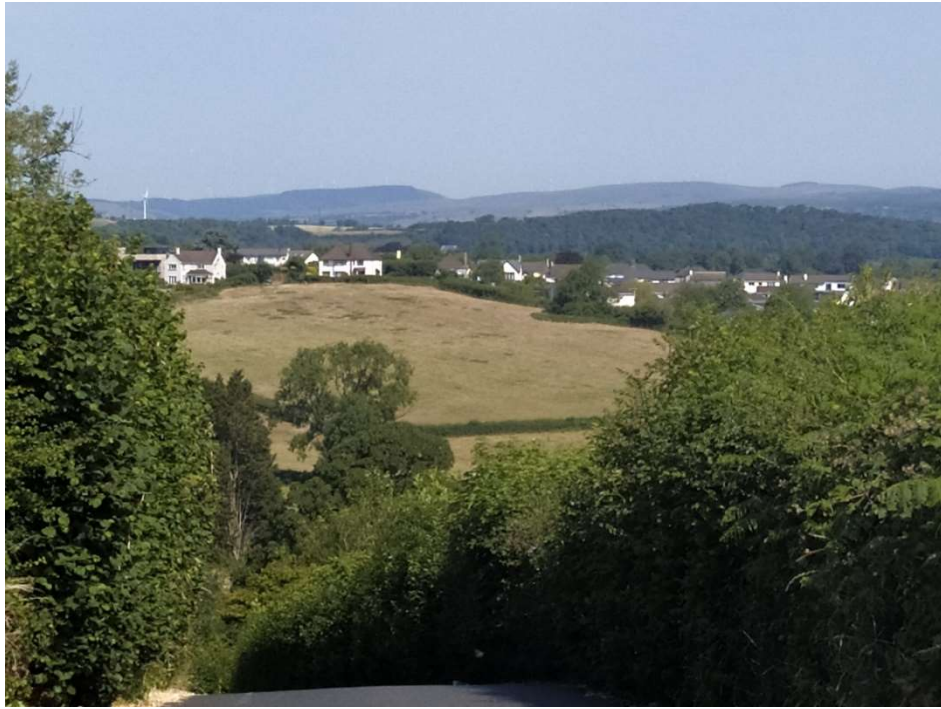


Photo 3. Approach on the St Athan road from the South



Photo 4. View of the Site from Llanblethian from the West



Photo 5. View of the development Site from Windmill lane from the North



Photo 6. View of the development Site(on the scenic public right of way in the middle of the field) from the East

The photos 3 and 4 show how prominent the development will appear. It also shows how the Brookfield Park development is screened and sits down relatively obscured in the landscape.

Policy SP10: ‘Built and Natural Environment’ which states that *development proposals must preserve and where appropriate enhance the rich and diverse built and natural environment and heritage of the Vale of Glamorgan*. This development does not meet this policy aim.

Planning Policy for Wales 2021 states:

6.3.4 Where adverse effects on landscape character cannot be avoided, it will be necessary to refuse planning permission

1.3 Archaeological or Historically Important Site.

Proposals located directly within a site of archaeological or historical importance will be excluded.

The site is of archaeological importance as acknowledged in the sustainability assessment.

1.4 Deliverability Issues.

The site has major physical constraints in terms of access for vehicles , pedestrians and cyclists

Therefore the site should not pass stage 1 of the selection criteria.

2. Stage 2 Detailed Site Assessment and Sustainability Appraisal.

The following is based on the council detailed sustainability assessment. The items listed are those we believe have been wrongly assigned.

2.1 Wildlife Corridors or Stepping Stones.

We don’t believe mitigation can be put in place to limit the damage to wildlife corridors and networks .It should be assessed in the same way as has been assessed for site 514. This should be red.

.

2.2 Protected or Priority Species.

We don’t believe mitigation can be put in place to limit the damage to protected species or habitats. The site is known to support a diverse population of protected species and development would destroy the habitats. .

This should be amber

2.3 Agricultural land quality.

Your assessment concludes that site consists of type 3a and 3b agricultural land.

Wales Planning Policy 2021 states:

3.58 Agricultural land of grades 1, 2 and 3a of the Agricultural Land Classification system (ALC)16 is the best and most versatile, and should be conserved as a finite resource for the future.

3.59 When considering the search sequence and in development plan policies and development management decisions, considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. If land in grades 1,2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade.

Your assessment methodology for categorizing a site as red is :

The site is wholly greenfield land and contains high quality agricultural land (Grade 1, 2 and 3a).

Therefore this category should be marked as red.

2.4 Mineral Resources.

The site is in a mineral safeguarding area and by the colour coding criteria should be marked red.

2.5 Special Landscape Areas.

Your summary states that the 1 site is in a SLA. We agree with this conclusion (see section 1.2.2 above. This should therefore be marked red.

2.6 Natural Resources.

There is no assessment for this heading in your document but the site is less than 1 km from a body of water and therefore should be shown as amber according to the assessment criteria.

2.7 Existing Physical site constraints.

Your assessment concludes that there is no physical constraints but we believe the current site is constrained for access for vehicles, pedestrians and cyclists and should be marked red.

2.8 Topography and site conditions..

Your assessment concludes that site has no constraints but we believe the slope of the site or the St Athan rd. is a severe constraint for both pedestrians and cyclists and goes against Active Travel Guidance Wales (absolute maximum gradient of 8%) and cannot be mitigated. The proposed road within the site varies between 8.3% and 10% and the gradient of the St Athan road from the site entrance towards Cowbridge and all amenities varies between 9.4 to 11.1%

This should be marked red.

.

2.9 Tree Preservation orders.

A number of trees adjacent to the site have tree preservation orders and should be suitably protected. Assessment should be amber..

2.10 Accessibility to local services and facilities.

Whilst the site is within 800m of a primary school and a bus stop. It is not within 800m (10 minute walk) using google maps of a formal leisure facility or open space(physic garden, butts, secondary school or high street etc.

There is no category for loss of amenity but this site contains a scenic footpath which is regularly used by the community. Although the footpath may be rerouted the scenic beauty of this path will be lost. Your assessment for a lot of these items is green but they should be amber and the conclusion should be amber

2.11 Highway Accessibility..

We would refer here again to section 1.2.1 above. We do not believe that it is physically possible for the site as proposed to be able to adhere to all of the conditions including Active Travel guidance Wales as set down in your comments under this heading. We do not see how these constraints can be mitigated and the current planning application certainly does not mitigate them. Therefore this section should be marked as red.

2.12 Climate Change..

We believe that the site will generate more carbon dioxide during construction than other sites in the area because of the severe slope (8 to 12%). The amount of earth movement and retaining structures will mean that development of the site will have a very high embodied energy.

2.13 Health and Wellbeing/ Placemaking.

We are not sure how this survey is scored and how the criteria are applied. We note that the table has been compiled by the promotor and as such is subject to bias.

We disagree with many of the results in this category but cannot assign colour codes as the criteria is not defined.

2.14 Conclusions of Assessment.

The following table is taken from the assessment of candidate sites carried out by Aecom on behalf of the Vale of Glamorgan. Whilst the table doesn't include a specific reference to the Bryn Melin 370 site , we have presumed it is the site specified land adjoining St Athan Rd. Whilst we are aware that this is a desktop study we have sought to correct some errors in the analysis in table 2

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
N/A	Housing	Land adjoining St Athan Road	130	-	++	++	++	-	-	++	-	+	+	++	+	+	--	-	-	?
367	Housing	Land South of Llantwit Major Road	80	-	+	--	+	--	-	+	-	+	+	--	--	--	--	--	-	?
440	Housing	Land North of Church Road	18	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
438	Housing	Land to the South of Church Rd	11	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
455	Housing	Land North of Primrose Hill	220	+	++	++	++	-	-	++	-	+	+	--	--	?	-	--	+	?
514	Housing	Land East of St.Athan Road.	200	-	++	++	+	-	-	++	-	+	+	--	-	-	-	-	-	?
555	Housing	Land off Vale Court, Cowbridge	80	-	+	++	+	-	-	++	-	+	+	--	--	?	-	--	+	?

Table 1. Sustainability assessment of sites in the Cowbridge Area

Site ID	Allocation type	Site name	Max no. homes	Economy	Homes	Schools	Health	Leisure	Equality	Transport	Water	SPZ	NVZ	ALC	Minerals	Biodiversity	Historic Env	Landscape	Flood risk	Net Zero
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
N/A	Housing	Land adjoining St Athan Road	105	-	++	++	++	-	-	++	-	+	+	++	+	+	--	-	-	?
367	Housing	Land South of Llantwit Major Road	180	-	+	--	+	--	-	+	-	+	+	--	--	--	--	--	-	?
440	Housing	Land North of Church Road	18	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
438	Housing	Land to the South of Church Rd	11	-	+	--	--	--	-	-	-	+	+	?	--	?	-	--	+	?
455	Housing	Land North of Primrose Hill	220	+	++	++	++	-	-	++	-	+	+	--	--	?	-	--	+	?
514	Housing	Land East of St.Athan Road.	200	-	++	++	+	-	-	++	-	+	+	--	-	-	-	-	-	?
555	Housing	Land off Vale Court, Cowbridge	80	-	+	++	+	-	-	++	-	+	+	--	--	?	-	--	+	?

Table 2. Amended Sustainability assessment of sites in the Cowbridge Area

We have changed 3 schools because we don't believe the secondary school is within 800m.

We have changed 4 health because the distance to the health centre is greater than 800m

We have changed 7 transport because the town centre is more than 800m.

We have changed 11 ALC to red for the Bryn Melin site as it contains at least grade 3a land and is similar to site ID 367.

We have changed Minerals 12 to red because it is in a mineral safeguarding area similar to site 367

We have changed Biodiversity13 to amber because it is a known habitat for protected species.

We have changed the landscape assessment 15 (for Bryn Melin) to red as this is in a SLA similar to site 367. See section 1.2.2 above

.

2.15 Candidate Site Conclusions

Sites with insurmountable constraints will be excluded from further consideration and those that perform poorly against the ISA framework will be excluded from further consideration. This phased approach is intended to filter out any non-deliverable or inappropriate sites so that statutory consultees are only commenting on sites that have a reasonable chance of being allocated in the RLDP and ultimately being delivered.

In broad terms, if a site scores red against a criterion it is considered that development is affected by either a major constraint that cannot be overcome through mitigation measures such as flood risk, constraints that question the deliverability of the site or where a site is contrary to national planning such as isolated developments in the open countryside. Sites which are found to result in a red/negative outcome, (including a single red score) could be rejected on this basis depending on the nature of the constraint identified.

The Bryn Melin site has a least 4 red scores. This excludes the other most obvious constraint of access and road and pedestrian safety. We do not believe that these constraints can be mitigated.

The following are the summary conclusions for the Cowbridge sites from the document *BP18A candidate sites stage 2 assessment register*.

Site ID 367

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

Development would have a negative impact of on the setting of the Schedule Ancient Monument and potential significant loss of protected trees. / Byddai'r datblygiad yn cael effaith negyddol ar leoliad Heneb

Gofrestredig ac o bosib yn peri colled coed gwarchodedig sylweddol

Site ID 438

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The site would represent unacceptable intrusion in to the open countryside. The site is located on the outskirts of Cowbridge and not conveniently situated for walking cycling and public transport accessibility. / Byddai'r safle'n cynrychioli ymyrraeth annerbyniol i gefn gwlad agored. Mae'r safle wedi'i leoli ar gyrion y Bont-faen ac nid yw mewn lleoliad cyfleus i feicio na cherdded nac o ran hygyrchedd trafnidiaeth gyhoeddus.

Site ID 440

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The site would represent unacceptable intrusion in to the open countryside. The proposal would have an adverse impact on the setting of a nearby ancient schedule monument. / Byddai'r safle'n cynrychioli ymyrraeth annerbyniol i gefn gwlad agored. Byddai'r cynnig yn cael effaith andwyol ar leoliad heneb gofrestredig gerllaw.

Site ID 455

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The site would represent unacceptable intrusion in to the open countryside. Development is likely to result in a substantial change in character and/or significant adverse effects on landscape character and visual amenity. / Byddai'r safle'n cynrychioli ymyrraeth annerbyniol i gefn gwlad agored. Mae datblygu safle ar y raddfa hon yn debygol o arwain at newid sylweddol o ran cymeriad a/neu gael effaith andwyol sylweddol ar gymeriad ac amwynder gweledol y dirwedd.

Site ID 475

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

No initial Development Viability Model submitted – site viability and deliverability unknown. / Dim Model Hyfywedd Datblygiad cychwynnol wedi'i gyflwynol – hyfywedd safle a chyflawnadwyedd yn anhysbys

Site ID 514

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The development of this site would be an arbitrary incursion into the

countryside in this location. Development will significantly affect stepping stones, green networks, or wildlife corridors. / Datblygu cefn gwlad mewn ffordd fympwyol fyddai datblygu'r lleoliad hwn. Bydd y datblygiad yn effeithio'n sylweddol ar gerrig camu, rhwydweithiau gwyrdd neu goridorau bywyd gwyllt.

Site ID 555

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The development of this site would be an arbitrary incursion into the countryside in this location. / Datblygu cefn gwlad mewn ffordd fympwyol fyddai datblygu'r lleoliad hwn

Site ID 370 Bryn Melin

Conclusion at Preferred Strategy Stage / Casgliad ar gam y strategaeth a ffefrir:

The site is allocated in the adopted LDP and is considered suitable to be 'rolled forward' as an RLDP housing allocation as it is considered to be deliverable and accords with the Strategy. The site is subject to a planning application. / Mae'r safle hwn wedi'i ddyrannu yn y CDLl mabwysiedig ac mae'n cael ei ystyried yn addas i gael ei ddyrannu eto yn y CDLlN oherwydd ei fod yn cael ei ystyried yn un cyraeddadwy ac yn un sy'n cyd-fynd â'r strategaeth. Mae'r safle yn destun cais cynllunio

2.16 Comments on Candidate Site 370 Bryn Melin

The site as it stands is not allocated in the adopted LDP for reasons stated in section 1.1.
It does not meet the criteria for candidate sites at stage 1 assessment.
It does not meet the criteria for candidate sites at stage 2 assessment

The comments in the summary conclusions for rejecting site 455 equally apply to this site:

The site would represent unacceptable intrusion in to the open countryside. Development is likely to result in a substantial change in character and/or significant adverse effects on landscape character and visual amenity. /

The comments for rejecting site 514 equally apply to this site:

The development of this site would be an arbitrary incursion into the countryside in this location. Development will significantly affect stepping stones, green networks, or wildlife corridors.

The comments for rejecting site 555 equally apply to this site:

The site would represent unacceptable intrusion in to the open countryside.

Therefore the site should be rejected for the same reasons as these other sites.

Other candidate sites in the Cowbridge area have much better and safer access for both road and pedestrians and closer links to public transport. They do not impact on a significant archaeological site. They also have a similar or less impact on the visual landscape.

.

APPENDIX 1

Bryn Melin

Development , St Athan
Road, Cowbridge



Road Safety Audit- Stage 1

NOVEMBER
2022

Table ID Project Details

Report title Bryn Melin Development, St Athan Road,

Cowbridge Date 23 November 2022

Document ref.

22106d

1a Prepared by

ABR

On behalf of Thaw Valley Group

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1a Prepared by ECC

Checked by ABR

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Date 23 November

2022

Table of contents

1	Introduction.....	1
1.1	Background.....	1
2	Items raised at this Stage 1 RSA.....	2
2.1	Local alignment	2
2.2	Junctions.....	7
2.3	Walking, cycling and horse-riding	9
3	Audit Team statement	12
Appendix 1	RSA Brief	13
Appendix 2	Drawings supplied with Audit brief	14
Appendix 3	Key plan	15

1 Introduction

1.1 Background

- 1.1.1 This report has been prepared by Lime Transport and sets out the results of a Stage 1 Road Safety Audit, requested by Thaw Valley Group, of the pedestrian, cycle and vehicle access proposed as part of a residential development of up to 105 dwellings on land to the east of Windmill Lane, Cowbridge. This report also reviews the potential access to land to the south and east of St Athan Road, which is included on the drawings provided.
- 1.1.2 A Road Safety Audit Brief was Issued by Thaw Valley Group, and this has been accepted by the Audit Team (refer to Appendix 1).
- 1.1.3 The Audit Team comprised:
- A Roberts BEng (Hons) MCIHT MSORSA FFB
 - L Clark BSc (Hons) MSc MSORSA
- 1.1.4 No members of the Audit Team were involved in either the preliminary or detailed design of the scheme, and there were no additional members who attended the site visit or undertook a concurrent audit.
- 1.1.5 The audit took place on site on Tuesday 8th November 2022, when the weather was fine but the road surface was damp, and also by examination of the plans and drawings (as listed in Appendix 2).
- 1.1.6 The terms of reference of the audit are as described in GG119, and this Safety Audit examines the safety implications of the proposed scheme. It presents observations and recommendations only where there are identified deficiencies in the safety of the scheme. This Audit report does not verify compliance of the scheme with any other standard or criteria.
- 1.1.7 The problems identified in this Audit Report include the scope identified on the Key Plan attached in Appendix 3. It does not identify problems within the wider highway network.
- 1.1.8 The following additional documents were supplied to the Audit Team:
- Land West of Windmill Lane (Bryn Melin), Cowbridge – Transport Assessment (August 2022)
- 1.1.9 There were no departures from standards reported to the Audit Team.

2 Items raised at this Stage 1 RSA

2.1 Local alignment

Visibility

2.1.1 Summary Forward visibility along St Athan Road towards vehicles waiting to turn right into the proposed access is restricted by the horizontal and vertical alignment, which increases the potential for rear-end shunt type collisions.

Location Proposed access on to St Athan Road

It was noted from the site visit that forward visibility along St Athan Road (for vehicles travelling southbound) towards vehicles waiting to turn right into the proposed access is restricted by the horizontal and vertical alignment of the road as well as existing, mature vegetation and embankment on land to the east/south of St Athan Road which is owned by a third party. Insufficient forward visibility along St Athan Road increases the potential for rear-end shunt type collisions, or for drivers to take avoiding action.

The Transport Assessment produced in support of the proposed development indicates that the proposed access 'would be accompanied by a TRO implementing a 30mph speed limit prior to the junction on either side of St Athan Road'. However, any proposed TRO would need to be subject to public consultation and would also need to satisfy the criteria/guidelines set out in DfT Circular 01/2013. Therefore, there is no guarantee that the existing 30mph speed could be extended along St Athan Road, and therefore any visibility at the junction or on the approach to the junction should be determined based on the 85th percentile speed of vehicles currently using St Athan Road (i.e. 33.6mph southbound and 35.2mph northbound).

Recommendation

It is recommended that the layout/design of the access is amended to ensure the required visibility splays (based on the 85th percentile speed of vehicles along St Athan Road) can be achieved.



2.1.2 Summary Forward visibility along St Athan Road towards vehicles waiting to turn right into the proposed access is restricted by the horizontal and vertical alignment, which increases the potential for rear-end shunt type collisions.

Location Potential access to land to the south and east of St Athan Road

It was noted from the site visit that forward visibility along St Athan Road (for vehicles travelling in either direction) towards vehicles waiting to turn right into the potential access is restricted by the horizontal and vertical alignment of the road as well as existing, mature vegetation and embankment on land to the east/south of St Athan Road which is owned by a third party. Insufficient forward visibility along St Athan Road increases the potential for rear-end shunt type collisions, or for drivers to take avoiding action.

Recommendation

It is recommended that the layout/design of the access is amended to ensure the required visibility splays (based on the 85th percentile speed of vehicles along St Athan Road) can be achieved.



2.1.3 Summary Forward visibility along St Athan Road for vehicles waiting to turn right into the potential access is restricted by the horizontal and vertical alignment of St Athan Road, which increases the potential for head-on collisions, or for approaching drivers to take avoiding action.

Location Potential access to land to the south and east of St Athan Road

It was noted from the site visit that forward visibility along St Athan Road for vehicles turning right into the potential access is restricted by the horizontal and vertical alignment of the road as well as existing, mature vegetation and embankment on land to the north and west of St Athan Road which is in third party ownership. Insufficient forward visibility along St Athan Road increases the potential for vehicles to turn right into the potential access when it is unsafe to do so, and increases the potential for head-on collisions, or for drivers to take avoiding action.

Recommendation

It is recommended that the layout/design of the access is amended to ensure the required visibility splays (based on the 85th percentile speed of vehicles along St Athan Road) can be achieved.



New/existing road interface

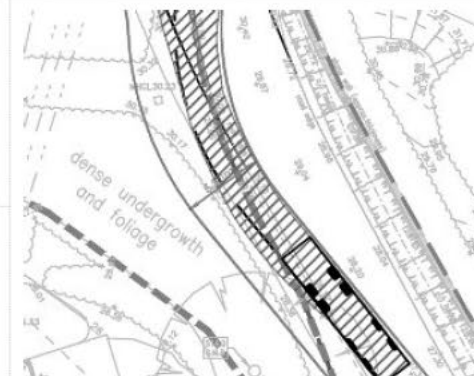
2.1.4 Summary Swept-path analysis of a large (refuse) vehicle shows the body of the vehicle over-sweeping the centreline of St Athan Road, at a point where the realigned carriageway reverts to the existing alignment and encroaches into the opposing lane. This could lead to head on or side-swipe type collisions, or for drivers to take avoiding action.

Location Approximately 30m south of the proposed access on to St Athan Road

It is noted from the plans provided that the body of the vehicle over-sweeping the centreline of St Athan Road, at a point where the realigned carriageway reverts to the existing alignment and encroaches into the opposing lane. This increases the potential for head-on or side-swipe type collisions, or for drivers to take avoiding action, increasing the potential for vehicles to mount the pavement (which is not shown on the swept-path diagram, but included on the site layout plan) and conflict with pedestrians.

Recommendation

It is recommended that the layout of the interface between the new and existing carriageway is re-designed to ensure large vehicles do not encroach into the opposing lane.



Drainage

2.1.5 Summary Lack of surface water drainage along this section of St Athan Road, which could result in a significant amount of surface water run-off, and surface water ponding which, during freezing weather, can turn to ice. This could lead to drivers losing control of their vehicle on the bend or on the approach to the give-way markings, increasing the potential for vehicles to overshoot the give-way markings and enter the carriageway injudiciously.

Location St Athan Road on the approach to the proposed side road junction

It was noted from the site visit that there is no highway drainage along this section of St Athan Road. A lack of surface water drainage could result in a significant amount of surface water run-off entering the side road, and the potential for surface water ponding. During freezing weather, this surface water could turn to ice, and could lead to drivers losing control of their vehicle on the bend, conflicting with other vehicles, or on the approach to the give-way markings, increasing the potential for vehicles to overshoot the give-way markings and enter the carriageway injudiciously.

Recommendation

It is recommended that surface water drainage is reviewed at the detailed design stage, and that appropriate surface water drainage is provided.



Fences and road restraint systems

2.1.6 Summary It is unclear from the plans provided whether the newly installed road restraint system (RSS) is to be retained within the amended access. The lack of a suitable RSS could result in vehicles leaving the carriageway at the bend and entering the front garden of the proposed plot no. 1, and potentially conflicting with vehicles parked in the driveway.

Location Western side of St Athan Road, adjacent to the proposed junction.

It is unclear from the plans provided whether the newly installed road restraint system (RSS), which has been installed to prevent errant vehicles running off into the adjacent field, is to be retained. The lack of a suitable RSS could result in errant vehicles colliding with the recently installed chevron warning signs (sign diag. 515) or leaving the carriageway at the bend and:

- a. Entering the side road, on the wrong side of the carriageway - conflicting with vehicles exiting the site, resulting in a head-on collision;
- b. Mounting the pavement on the northern edge of the side road – conflicting with pedestrians on the footway; or,
- c. Travelling down the embankment and entering the front garden of the proposed dwelling (plot no. 1), and potentially conflicting with vehicles parked in the driveway.

Recommendation

It is recommended that the road restraint system is retained/incorporated within the amended access, or the chevron signs are erected on passively safe sign posts.



2.2 Junctions

Layout

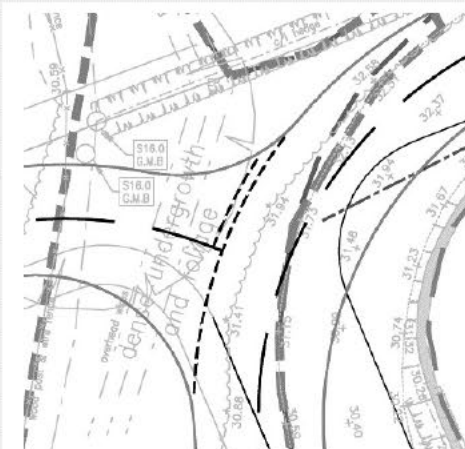
2.2.1 Summary It is unclear from the plans provided whether there is sufficient space for a large vehicle, travelling northbound along St Athan Road, to pass another vehicle waiting to turn right into the proposed development. Insufficient width could lead to side-swipe type collisions.

Location Realigned St Athan Road at the proposed junction on to Roman Road

In the absence of any specific details, it is difficult to determine whether there is sufficient width to accommodate a large vehicle (travelling northbound along St Athan Road) passing another vehicle (possibly large vehicle) waiting to turn right into the proposed development from St Athan Road. Insufficient width increases the potential for side-swipe type collisions.

Recommendation

It is recommended that additional swept-path analysis of the range of vehicles using St Athan Road and likely to use the new access is undertaken to determine whether there is sufficient room, and that the junction/access is amended accordingly.



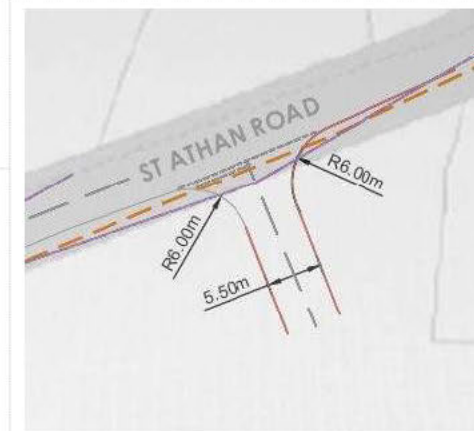
2.2.2 Summary The width of St Athan Road at the potential access measures approximately 4.5m wide, which is insufficient for a large vehicle, travelling southbound along St Athan Road, to pass another vehicle waiting to turn right into the proposed development. Insufficient width could lead to side-swipe type collisions.

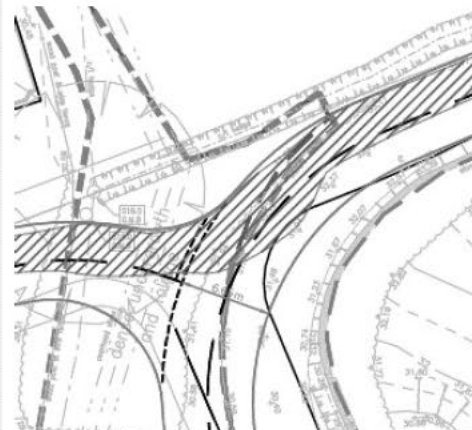
Location Potential access to land to the south and east of St Athan Road

It was noted from the site visit that St Athan Road, at the potential access, measures approximately 4.5m wide. This is insufficient for a large vehicle, travelling southbound along St Athan Road, to pass another vehicle waiting to turn right into the proposed development. Insufficient width could lead to side-swipe type collisions.

Recommendation

It is recommended that the width of St Athan Road at this location is widened to a minimum of 5.5m, to allow large vehicles to pass other vehicles waiting to turn right into the site.



2.2.3 Summary Swept-path analysis of a large (refuse) vehicle shows the body of the vehicle over-sweeps the centreline of St Athan Road and encroaches into the opposing lane. This could lead to head-on or side-swipe type collisions. Location Proposed access on to St Athan Road	
It is noted from the plans provided that the body of a large (refuse) vehicle over-sweeps the centreline of St Athan Road and encroaches into the opposing lane when turning left out of the proposed development. This increases the potential for head-on or side-swipe type collisions. Recommendation It is recommended that the layout/design of the junction is amended to ensure a large vehicle can egress the site safely without crossing the centreline of St Athan Road	
2.2.4 Summary Swept-path analysis of a large (refuse) vehicle shows the body of the vehicle over-sweeps the centreline of St Athan Road and encroaches into the opposing lane. This could lead to head-on or side-swipe type collisions. Location Proposed junction onto St Athan Road.	
It is noted from the plans provided that the body of a large (refuse) vehicle over-sweeps the centreline of St Athan Road and encroaches into the opposing lane when turning into the site from both directions on St Athan Road. This increases the potential for head-on or side-swipe type collisions. Recommendation It is recommended that the layout/design of the junction is amended to ensure a large vehicle can access the site safely without crossing the centreline of St Athan Road.	

2.3 Walking, cycling and horse-riding

2.3.1 Summary The proposed pedestrian and cycle accesses to the site from both Llanquian Close and Bessant Close are of sub-standard width (approximately 1.2m wide), have high walls/fences on both sides of the path, which reduce the effective width of the footpath, and are unlit. This increases the potential for conflict between pedestrians and cyclists travelling along the paths.

Location Footpath links to both Llanquian Close and Bessant Close

It was noted from the site visit, and from the plans provided that the main pedestrian/cycle accesses to the north of the site will be provided from existing, substandard footpath links to both Llanquian Close and Bessant Close. These footpath links measure approximately 1.2m in width and have high walls/fences on both sides of the footpaths, which further reduce the effective width of the footpath. These footpaths are not, therefore, wide enough for a pedestrian using a wheelchair of those with a double-buggy and could lead to conflict between pedestrians and cyclists. This is further exacerbated by the reduced forward visibility on the path leading to Bessant Close.

Recommendation

It is recommended that a more suitable pedestrian/cycle access to the site is provided, that removes the conflict between pedestrians and cyclists.



2.3.2 Summary Gradient of the proposed pedestrian route to Windmill Lane is too steep (and over too long a distance) for pedestrians with any physical difficulties. It also presents difficulties for pedestrians with a pushchair or those using a wheelchair or ride-on toy. This could result in pedestrian losing control of the pushchair or wheelchair, increasing the potential for the pushchair or wheelchair to topple or for an errant pushchair, wheelchair or ride-on toy to conflict with cars manoeuvring on the proposed shared-surface.

Location Western end of the proposed development on the approach to Windmill Lane

It is noted from the plans provided that the gradient of the pedestrian route to Windmill Lane is too steep (and over too long a distance) for pedestrians with any physical difficulties. It also presents difficulties for pedestrians with a pushchair or those using a wheelchair or ride-on toy. This could result in a pedestrian losing control of a pushchair or wheelchair, increasing the potential for the pushchair or wheelchair to topple or for an errant pushchair, wheelchair or ride-on toy to conflict with cars manoeuvring along the proposed shared-surface or reversing from individual driveways. This increases the potential for pedestrians to be hit manoeuvring vehicles.

Recommendation

It is recommended that an alternative route to local facilities is provided, and that the route is suitable for pedestrians with any physical difficulties and those with a pushchair or those using a wheelchair.



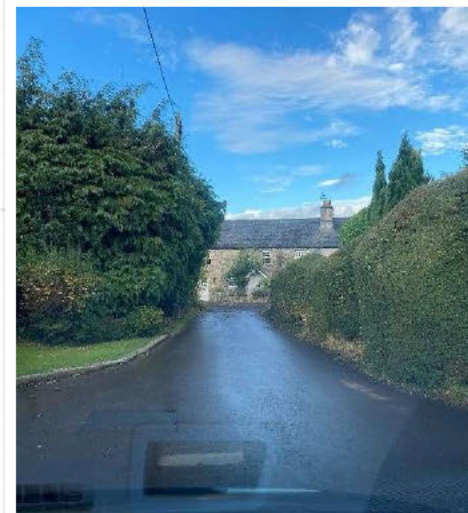
2.3.3 Summary The proposed pedestrian/cycle link to the site from Windmill Lane is of substandard width, particularly on the approach to Broadway, where there is insufficient width for a car to pass a pedestrian, particularly a pedestrian with a pushchair or those using a wheelchair, increasing the potential for pedestrians to be hit by passing vehicles.

Location Windmill Lane, on the approach to Broadway.

It is noted from the plans provided that it is proposed to provide a pedestrian and cycle access to the site from Windmill Lane, which is a shared-surface road serving approximately 12 dwellings. However, it was noted from the site visit that the width of Windmill Lane reduces on the approach to Broadway and there is insufficient width for a car to pass a pedestrian (particularly a pedestrian with a pushchair or those using a wheelchair) or a cyclist. This increases the potential for pedestrians to be hit by passing vehicles. This is exacerbated by the limited visibility from Broadway (w) to Windmill Lane.

Recommendation

It is recommended that a more suitable pedestrian/cycle access to the site is provided, that removes the conflict between pedestrians and cyclists.



Audit Team statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team leader

Name: [REDACTED]
Position: [REDACTED]
Organisation: [REDACTED]
Address: [REDACTED]
[REDACTED]

Signe

[REDACTED]

Date: 17th November 2022

Audit Team member

Name: [REDACTED]
Position: [REDACTED]
Organisation: [REDACTED]
Address: [REDACTED]
[REDACTED]
Tel: [REDACTED]
e-mail: [REDACTED]

Signed:

[REDACTED]

Date: 17th November 2022

Appendix 1

RSA Brief

Table 3.1 Project Summary									
Date:	10 th November 2022								
Document reference:	22106 d1								
Prepared by:	Thaw Valley Group								
On behalf of:									
Authorisation sheet									
Project:	Bryn Melin Development, St Athan Road, Cowbridge								
Report title:	Road Safety Audit Stage 1								
Prepared by:									
Name:									
Signed:									
Organisation:	Thaw Valley Group								
Date:	10 th November 2022								
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:									
Name:									
Signed:									
Organisation:									
Date:									
Table 3.2 General Details									
General Details									
Highway scheme name and road name:	Bryn Melin Development, St Athan Road, Cowbridge								
Type of scheme:	Stage 1 Road Safety Audit of the pedestrian, cycle and vehicle access proposed as part of a residential development of 103 dwellings on land to the east of Windmill Lane.								
RSA stage (tick as appropriate)	1	✓	2		3		4		
	Stage 1								
Overseeing organisation details	Design organisation details								
Vale of Glamorgan	Vectos Ground Floor, Helmont House Churchill Way CARDIFF CF10 2HE 029 2072 0860								
Police contact details	Maintaining agent contact details								
NA	NA								
RSA team membership									
Terms of Reference									
The terms of reference of this Audit are DMRB Volume 5, Section 2: GG 119									

Table 3.3 Scheme details
Scheme description/objective
General
Stage 1 Road Safety Audit of the pedestrian, cycle and vehicle access proposed as part of a residential development of 103 dwellings on land to the east of Windmill Lane.
Design standards applied to the scheme design
Design Manual for Roads and Bridges, and Manual for Streets
Design speeds
100kph (along St Athan Road)
Speed limits
60mph (along St Athan Road)
Existing traffic flows /queues
ATC survey results summarised in the Transport Assessment
Forecast traffic flows
As part of the Transport Assessment
Pedestrian, cyclist and equestrian desire lines
None identified
Environmental constraints
None identified
Table 3.4 Locality
Description of locality
As part of the Transport Assessment
General description
Stage 1 Road Safety Audit of the pedestrian, cycle and vehicle access proposed as part of a residential development of 103 dwellings on land to the east of Windmill Lane.
Relevant factors which may affect road safety
Concern has been raised regarding the access for pedestrians and cyclists, as well as the suitability of both the proposed access to the site on to St Athan Road and the potential access to land to the south and east of St Athan Road.

Table 3.5 Analysis			
Collision data analysis			
As part of the Transport Assessment			
Departures from standards			
None reported			
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions			
n/a			
Strategic decisions			
None identified			
List of included documents and drawings			
Documents			
Drawings			
WIND -15-04-SK27	Site off Windmill Lane, Cowbridge - Sketch scheme		
195148_AT_C01 rev A	Land West of Windmill Lane, Cowbridge - 11.3 m refuse vehicle swept-path analysis servicing		
195148_AT_C02 rev A	Land West of Windmill Lane, Cowbridge - Fire Tender swept-path analysis servicing		
195148_A04 rev C	Land West of Windmill Lane, Cowbridge - Proposed site access - Option 4		
195148_AT_A02 rev C	Land West of Windmill Lane, Cowbridge - 11.3 m refuse vehicle swept-path analysis St Athan Road junction		
Table 3.6 Checklist			
Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	n/a	Construction/typical details	n/a
Previous RSA reports	✗	Previous RSA response reports and	n/a
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	n/a	Traffic counts	✓
Speed surveys	✓	Pedestrian, cyclist and horse riding desire lines and volumes	✗
Walking, Cycling and Horse Riding assessment and reviews	✗	Items outside the scope of the RSA/Strategic decisions	n/a
Other factors that may affect impact on road safety	✗	Design speeds/speed limits	✓
Design standards used	✓	Adjacent land uses	✗

Appendix 2 Drawings supplied with Audit brief

Ref no.	Title	Author
WIND-15-04-SK27	Site off Windmill Lane, Cowbridge – Sketch Scheme	Think Urban
195148_AT_C01 rev A	Land West of Windmill Lane, Cowbridge – 11.3m refuse vehicle swept-path analysis servicing	Vectos
195148_AT_C02 rev A	Land West of Windmill Lane, Cowbridge – Fire tender swept-path analysis servicing	Vectos
195148_A04 rev C	Land West of Windmill Lane, Cowbridge – Proposed site access – Option 4	Vectos
195148_AT_A02 rev C	Land West of Windmill Lane, Cowbridge – 11.3m refuse vehicle swept-path analysis St Athan Road junction	Vectos

Appendix 3 Key plan

