

ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 16th May, 2024

<u>Page</u>	<u>Application</u>	<u>Location</u>	<u>Item</u> <u>No.</u>	<u>Description</u>
PLANNING APPLICATIONS				
P.	2022/00266/FUL	Llantwit Road, Higher End, St. Athan	1	Representations received from two neighbours and comments received from Housing Strategy.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE: 16 May 2024

Application No.: 2022/00266/FUL	Case Officer: Mr. Ceiri Rowlands
Location: Llantwit Road, Higher End, St. Athan	
Proposal: Full planning application for residential development, access, drainage arrangements and other associated works	

From:

Additional representations from: -

1. Buckland Cottage, Higher End
2. Ty'r Wennol, Higher End

And comments from: -

3. VoGC Housing Strategy

Summary of Comments:

The additional representations object to the proposals principally on grounds of parking congestion / availability and highway safety. Also mentioned were issues relating to water pressure, loss of wildlife habitat, loss of amenity and the effect on the character of the local area. These additional representations are appended below.

VoGC Housing Strategy reissued a consultation response, however, the response was not materially different to the one provided on 24th April 2024.

Officer Response:

1/ 2. The matters relating to traffic and the suitability of the proposed junction from a safety perspective are considered in the Officers report (p.63-65 of the agenda report). The existing conditions are noted, as are the potential impacts to a variety of highway users. However, the proposed junction has been assessed and is considered acceptable from a functional and visibility perspective, noting the speed limit has also been reduced to 20mph since previous assessments have been conducted.

It is noted that vehicles would no longer be able to park across the proposed junction as they can currently, and this ability reduced further if a TRO was implemented to restrict parking to protect visibility beyond the junction mouth. The Highway Authority did not specify the exact length but the comments were provided in reference to the latest plan of the access and the 25m visibility splays shown on that plan. The proposed junction would inevitably reduce the capacity to park on Llantwit Road, as well to the side of Fair oak (albeit, this serves as a private access to the fields to the rear). Nevertheless, parking is otherwise generally unrestricted on Llantwit Road, apart from existing access points, and there would

remain to be sufficient capacity within the street to accommodate parking demand without inherently resulting in unacceptable parking congestion, disrupting the free flow of traffic, or encouraging unsafe parking. This situation may be less convenient, however, this would not significantly impact on amenity and accessibility, whilst it must also be recognised that parking on the highway is never subject to allocation or reservation to a specific household.

There are a total of 39 parking spaces provided on the development and these are distributed throughout the site. This is below the 'maximum standards' referred to in the Council's Parking Standards SPG, which equate to a maximum of three spaces, at a ratio of one space per bedroom, for new dwellings. In this case, each of the proposed units would have access to parking spaces nearby, either within curtilage, on-street bays, or within the parking court. In every case it must be considered whether a lower provision is justified. This is considered to be an appropriate balanced provision, considering the site is within a reasonable walking distance of the centre of St Athan, where some local services exist, and public transport can be accessed. The lower level of parking proposed supports the aims of Planning Policy Wales to reduce over-reliance on the private car and encourage more sustainable modes of travel. It is therefore considered that the on-site parking provision is sufficient to meet the needs of the development and, consequently, is very unlikely to lead to occupiers of the development site parking their vehicles on Llantwit Road.

3. There is no material difference between the latest response from the Council's Housing Strategy team and the one provided on 24th April 2024 which reported on p.49 of the agenda report. No further action required.

Action required:

Members to note.

1. Buckland Cottage, Higher End

Having now had time to read through the recently added documentation with regard to the above reference, there are a few startling responses especially from the highways authorities.

It appears they have basically decided that as there have never been pavements and walkways along the length of Llantwit Road, the planned development of 20 plus new premises in this area will create no extra safety issues and the current road situation will not need to be looked into. This on top of the road statistics study (2021) which produced quite a large increase in road users in excess of 700 vehicle movements per day. I am sure you are aware that Llantwit Road is an emergency access to the Police and HM Coastguard helicopter Services.

For a semi urban road you can agree this is a quite a considerable amount of traffic, the road is probably busier than this nowadays (3 years on) and will continue to get busier if this development is allowed to proceed.

With the proposed new development of between 850 and 1450 new houses at the north of the village looking likely to proceed are this many homes in this semi rural hamlet actually required.

Am aware several members of the council have attended the area previously (including Mr Cairns himself) and although you have to be impartial got the feeling that the road and access arrangements were not acceptable. (Mr Cairns actually expressed the idea was crazy (along with Tony Bennett)).

I can understand the pressure you are under from all parties, but surely common sense must prevail, and the traffic situation escalates until an injury occurs (hopefully not fatal).

It has also come to my attention that there may be plans in place to enforce parking restrictions outside my own house in order to appease the applicant so visibility splays are enforced. It is an amenity right that I (and my neighbours) are allowed to park (as we have done for many years) outside our properties. Not only will this be extremely awkward and inconvenient (not sure where else Myself and my wife would park), but would also be off-putting for guests visiting, and or emergency services. * stays with us and is *. Are my * going to have to park 200 yards away and have to carry equipment to our house * very time * visits? Seems very unfair.

I hope this objection is taken with the seriousness it deserves and await any responses.

*Personal details omitted.

There were also queries and concerns raised about the extent of the potential traffic restrictions in terms of parking availability on Llantwit Road and the extent of the visibility splays in terms of highway safety in separate correspondence.

2. Ty'r Wennol, Higher End

VOGC Highways previously objected to this application on the very sensible grounds that Higher End does not have pedestrian footways and the proposed access to the development has inadequate visibility splays, both of which create risk for existing and potential future residents and anyone accessing Higher End. This

objection has been withdrawn by VOGC Highways without any material changes to Higher End, so the withdrawal of the objection has no valid evidence ('should be' does not constitute evidence) and the proposed development remains unsafe. Higher End has seen an increase in (often fast moving) traffic since the Bristow and Fly Harrier developments and the unpopular B4265/Gileston Road junction redesign. The high volume of pedestrians, dog-walkers, horses and properties with concealed entrances on Higher End makes further additional traffic extremely unwise - as VOGC Highways previously concluded. The Council can't stop people driving down Higher End but it can avoid deliberately adding to the number of resident vehicles using Higher End on a frequent basis from another concealed entrance at the narrowest point on the road. The proposed development simply is not safe. Higher End has notoriously low water pressure and additional properties would exacerbate that issue for all residents. The value to the Vale's housing stock of such a small development with so many other houses being built locally is completely outweighed by the risks associated with the application: road safety, water pressure, loss of wildlife habitat, loss of amenity and the generally detrimental effect of the proposed development on the character of the local area. I object to the application.