

45 Dolwen Road
Old Colwyn
Colwyn Bay
LL29 8UP
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29th July 2012

Regarding Planning application Ref No DC/0/3901

I wish to register my objections to the planning application, referenced above for the land at “Bryn Rodin” off Dolwen Road, Old Colwyn brought by Bridgemere development Capitol PLC and Macbryde Homes Ltd.

I would also like to attend the planning meeting to put my objection in person.

1 Circumventing due process

The land where the planning permission is being requested currently stands outside the settlement boundary for Conwy as set out by the current Local development plan.

It is not included within the framework of the current Local Development Plan as land for housing it is classified as agricultural land in the current applicable Local Development Plan.

The land has been considered in the New Draft Local Development plan ONLY as contingency land only should other options fall through in the distant future, this Development Plan is still in the drafting stage and has not been endorsed or implemented. Thus far the requirement to add this land in the draft Development Plan has not yet occurred and the housing stock forecast will still be met without the inclusion of this land within the upcoming Local development Plan.

I believe the application should therefore be immediately rejected and not discussed as a planning application until such times as it :-

1. Is re-classified as land for housing development.
2. Where it falls within the settlement boundary.
3. Is included within the Local Development Plan with the above two statuses as a firm requirement and NOT as contingency.

To allow this application to be discussed at a planning stage throws the due process into chaos and sets a dangerous precedent in which large wealthy companies can just ignore the correct procedural route for land and housing development and continue as if the safeguards and framework set down by national and local government planning policies does not exist.

Considering this application, let alone approving it, will lead to any plot of land, regardless of the suitability or its position within Local Development plan, becoming the target for any developer big enough and wealthy enough to try and bully the Planning committee into ignoring the recognised planning processes and allowing uncontrolled development. This is a point of planning law being challenged for profit, not for housing stock requirements or benefit for the community.

Other issues specifically regarding the proposal

The development would go out in to open country side and impact the topography and character of the area. At present all development is neatly within the current settlement boundary, this development would stick out into the surrounding countryside.

Character

All the existing housing in the immediate adjacent area except one is detached housing, the planning application is intent on mixing up the style of housing and changing the character in the immediate area.

The majority of the plot can clearly be seen from the road, as displayed in *Picture 1* on the attached sheet it is not “only visible from the field gate” as quoted in the application papers, and will have a severe detrimental impact in the area.

Picture 2 on the attached sheet demonstrates the normal hedge level and clearly shows the visual impact any development will have from the roadway.

Traffic Volume and Safety

The land sits on a blind bend very close to a national speed limit section of road with severely limited visibility for traffic travelling in either direction on Dolwen Road and for any traffic entering or leaving the site through the proposed access point.

Picture 3 on the attached sheet shows the view south taken from the proposed entrance. The national speed limit zone starts approximately 60metres from the proposed entrance however the national speed limit signs are not visible as the visibility from the proposed entrance is only approx 30 metres.

Picture 4 on the attached sheet demonstrates that even at the 60m distance where the national speed limit changes to the 30mph when heading north the proposed access point is completely obscured due to the blind bend it sits on, any vehicles would have to be within approx 30mts of the entrance to be able to see any vehicles exiting the site.

The above visibility issues are bad enough during daylight on a bright sunny day as demonstrated in the pictures, the section of road has only limited street lighting on one side of the road thus exasperating the problems in poor weather or at night.

Dolwen Road Pinch Point

The pinch point on Dolwen Road adjacent to the Llanelian Road junction has for some time been an area that is regarded as unsafe and problematic.

This development would be a thirty percent increase in the number of houses on the southern side of the pinch point the, subsequent minimum 30% increase in traffic volumes this housing development would result in would make a large impact on road safety and increase congestion levels further down Dolwen Road / Llanelian Road at the Marine roundabout junction and past the two schools along the road.

There is severe congestion and parking problems around T Gwyn Jones Primary School every morning and evening, the substantial increases in the level of traffic as a result of approval of this development will exasperate these issues.

There has been regular need for the Arrive Alive speed camera vans to try and curb the excess speeds witnessed along both Dolwen Road and Llanelian Road, the thirty percent increase in traffic volume will lead to a reciprocal increase in road safety issues.

Local Transport

There is a very poor access to public transport having only a sporadic bus service from Betwys Yn Rhos past Dowlen Road in to Colwyn Bay these services commence from Betwys Yn Rhos at the following times 09.05, 10.56 and 13.56 and return from Colwyn Bay to Betwys Yn Rhos at 09.30, 11.30 and 14.30.

These services are limited to Mon – Sat and no services at all on a Sunday

The bus timetable times would not adequately service the needs of a new development for accessing local schools, shops or full time work places via public transport, especially as the nearest bus stop is a substantial walking distance away of over 650 metres down a steep hill from the site. The lack of public transport would have a massive impact on car usage in the area as most journeys would be impossible by public transport due to the infrastructure not being in place. The environmental impact of this upsurge in car journeys with carbon emissions etc can not be understated.

There are no cycle routes and no train access within 1.25 miles of the land.

In Summary

Whilst we do not have access to legal representatives or professional planning experts we are fighting a fundamental point of principle that the legislative procedure of local planning and development along with the associated laws of this country are to be observed by all and apply to the whole populous. The due process should never be allowed to be ignored or circumvented nor should there be any attempt to force and issue through by bullying tactics just because it is a large multi-million pound organisation doing the application.

We hope that our thoughts and opposition to the methodology being applied to the application will; get fair consideration and the application be denied until at the very minimum the next Local Development Plan is being formulated after 2022.

Regards

Andy & Gail Jones
45 Dolwen Road



Picture 1



Picture 2



Picture 3



Picture 4