

**Ceredigion County Council, Full Planning Application No: A171092 (Ffynnonbedr
Primary School): Key Objections**

We are aware of 7 key objections that have been raised in relation to this Planning Application:

1. Lower School Building along Bryn Road should not be demolished – the lower building (referred to as original 19th century schoolhouse in Local Development Plan (LDP)), which was actually opened in 1903, is an important part of Lampeter’s heritage. Along with St Peter’s School and Peterwell School, it was at the heart of primary education in Lampeter at the turn of the 19th century (as beautifully documented in *I Lygad y Ffynnon*, Bethan Phillips and Huw Emlyn Jenkins, 2003, Gomer Press), and since 1903 generations of local children have passed through its doors. With its distinctive red brick frontage, it is a notable landmark of the town, located very close to The Old Grammar School (a Grade II listed building) and on a main thoroughfare. It should not be demolished, but be converted into an attractive block of flats (as recommended in the LDP) or for some other use which befits its status, e.g. as a permanent site for Lampeter’s Museum, perhaps with craft workshops.

2. Nature and density of the development (erection of 21 Affordable Residential Dwellings (12 flats + 9 houses)) is inappropriate – The LDP envisages 6 or more flats within the conversion, with the remaining land within the 0.65 ha of H0105 as providing: “*Opportunity for possibly 6 new properties in the surrounding grounds ... [which will comprise] ... General housing with affordable housing ... [with] ... 2.4 affordable dwellings [effectively 2-3] ... [and] ... A guide density of 19 per ha gross*”. Despite this, the developer is proposing to construct 21 dwellings at a density of 61.8 per ha, all of which are designated as ‘affordable’.

3. Unacceptable impact of traffic associated with the likely 34 vehicles on the site – According to the application (transport statement, para 4.4): “*data suggests that the proposed development is likely to generate 10 to 15 peak hour vehicle movements. This is not considered to be a significant number, particularly in the context of the former use of the site as a primary school that would have generated significantly more.*” Unfortunately, what is not taken into account here is: (1) the narrowness of sections of Bryn yr Eglwys; (2) the fact that extensive on-street parking along most of Bryn yr Eglwys reduces traffic permanently to one lane; and (3) the very large numbers of vehicles that already use Bryn yr Eglwys, with people not only accessing the many residential properties on Bryn yr Eglwys, Maes-y-Deri, Gwel-y-Creuddyn and Penbryn, but also using it as a ‘link road’ from the A475 to the A482 to avoid the congested town centre. While peaks of 10-15 vehicles per hour may not seem to be a significant number, these vehicles will add to the already serious problems of congestion along Bryn yr Eglwys. At the time when the school was in use, traffic was totally gridlocked at critical times, so the implication that the road was able to cope adequately with school traffic is totally erroneous. It should also be noted that many children cross and/or walk along these already busy sections of Bryn yr Eglwys on their way to and from school during peak traffic periods.

4. Likely increased flood risk on Bryn Road and down Cambrian Road – There are long-standing issues relating to drainflow and surface flow along Bryn Road. Several years ago, runoff from Bryn Road, resulting from the already inadequate drainage, contributed to serious flooding at the bottom of Cambrian Road – with the hydrological link between Bryn Road and Cambrian Road, and the vulnerability of the latter area to flooding, being clearly shown in the Natural Resources Wales flood risk map (<https://naturalresources.wales/evidence-and-data/maps/long-term-flood-risk/>). Welsh Water (Appendix C) state that “where possible every effort should be made to remove/reduce surface water flow communicating with the public

sewer.” This may prove problematic in view of the eastward flowing combined sewers along Bryn Road.

5. Insufficient local demand for a development on this scale – There are already several housing association properties with one-bedroom flats in Lampeter that are not occupied by local people, but by others, some of whom have moved or been transferred to housing in Lampeter from elsewhere, both within and outside Wales.

6. Unacceptable impact of extra dwellings on the already stretched public services and facilities – Public services provision in Lampeter is already stretched to the limit, e.g. medical provision (issues concerning Lampeter surgery, our two NHS hospitals, ambulance service, NHS dentists, etc.); and school provision (which is currently almost at ‘bursting point’). It is difficult to see how existing services will cope with the impact of the large residential development underway at Brongest, Llanfair Road, Lampeter, let alone the further 21 dwellings in the present application.

7. Lack of confidence in Tai Wales & West Housing (W&W) – The initial pre-planning discussions, the outcomes of which underpin this application, were held in January 2016 between Ceredigion County Council (CCC) and (locally-based) Tai Cantref (TC). However, TC are now merged with W&W – a UK-wide organisation which is not just focused on Wales and the needs of Welsh communities. W&W already administer several properties in Lampeter, including at least two along Bryn Road, and many people have noted with concern the number of recorded incidents that the police have had to respond to over the past year or so involving existing tenants of some of these properties, including some on Bryn Road (crime reference numbers can be supplied); and the state of disrepair of some of these properties. It is difficult to comprehend why CCC would contemplate entering into an agreement with W&W to administer this proposed social housing development in Lampeter.

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