



Borough of Cowbridge

TOWN CLERK :
O. GLYN DAVIES, M.B.E.
SOLICITOR

TOWN CLERK'S OFFICE,
COWBRIDGE.

CONFIDENTIAL.

17th. January, 1950.

To all Councillors and Officials.

Sir or Madam,

Layout of site adjoining Railway
Station, Cowbridge.

1. I have now received a letter from the Ministry of Town and Country Planning with reference to the proposals of the Borough Council in regard to the above site.
2. At the conference held on 12th. September last to discuss the requirements of the Borough Council, the Cowbridge R. D. Council and the Post Office in connection with the development of the above site, it was agreed that the requirements of all concerned would be made by allocations from the housing site proposed by the Borough Council and it was stated that no objection would be raised provided that the Ministry of Transport were satisfied in respect of means of access.
3. A layout plan of the site was prepared by the Borough Architect and submitted to the Ministry of Transport for approval in December last.
4. The layout showed -
 - (a) Proposed housing site for 16 houses for Cowbridge Borough Council.
 - (b) Site selected for a garage depot for Cowbridge Rural District Council.
 - (c) Entry Road into Eastgate A. 48.
5. The Ministry of Transport state that they are unable to grant permission to the Borough Council's application to develop the site for the following reasons:-

"i) The radius of the kerbs at the junction of the proposed entry road are insufficient to permit motor vehicles to enter and leave the proposed road concurrently without interfering with the free flow of traffic on the Trunk Road.

ii) The reason given in (i) coupled with the fact that no reasonable provision has been made for vision splays at the proposed junction would, it is considered, prejudicially affect the safety of the traffic on the Trunk Road."

6. As a result of a recent discussion, however, the Ministry of Transport were prepared to agree to access provided 16' 6" carriageway and 30' 0" kerb radius is obtained. A reduction of kerb radius to 25' 0" would be an absolute minimum.

7. This requirement means access can only be obtained by the purchase of two adjoining cottages and approval of the Council's housing scheme depends on this.

8. The effect of this decision is that in addition to the derelict house, the two adjoining cottages will have to be acquired by the Council and possession of these cottages can probably only be obtained by offering alternative accommodation in Council houses at comparative rentals.

9. A rough estimate of the cost of development of the site will therefore be as follows:-

To purchase of derelict house say	£600.	0.	0.
To purchase of adjoining cottages at say £600. each	£1200.	0.	0.
To purchase of site say 3½ acres at £150. per acre	£500.	0.	0.
To cost of construction of access road say 120 ft. at £10. a foot	£1200.	0.	0.
To incidental expenses say	£160.	0.	0.
	<u>£3660.</u>	<u>0.</u>	<u>0.</u>

10. The basic site costs spread over 16 houses would therefore be about £220. per house.

11. The final cost for each house may be expected to be made up as follows:-

To basic cost as above	£230.	0.	0.
To cost of sewerage	£150.	0.	0.
To apportioned cost of internal roads say.	£120.	0.	0.
To cost of construction of houses	£1500.	0.	0.
	<u>£2000.</u>	<u>0.</u>	<u>0.</u>

12. Having regard to the above the Council is now asked to decide whether or not it wishes to proceed with the housing scheme and an urgent reply is requested by the Ministry of Town and Country Planning.

13. A special Meeting of the Council will be convened on Tuesday next at 6 p.m. to consider this position.

14. I feel sure that the foregoing information should be regarded as strictly confidential and I should be obliged if members would regard it as such.

Yours faithfully,



TOWN CLERK.

OGD/CJ.