

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 13 July 2015 12:33
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2014/00460/FUL

New comments have been received for application 2014/00460/FUL at site address: Land adjacent St. Josephs School, Sully Road, Penarth

from Mr James Regan [REDACTED]

Address:
7, caernarvon close,dinas powys,vale of glamorgan,CF64 4PD

Comments:
Other type details: local resident.

Comment: my previous objection to this and other large development in this area of the vale is still the same in that no large development should be permitted 1. until the draft LDP is heard by the the inspectorate 2. The traffic figures for the capacity of A4022 are corrected as all calculations at present are incorrect and around 40% to low 3. no large development in this area of the Vale until substantial infrastructure improvements are made, firstly being a bypass for dinas powys - and re instating it in the draft LDP 4. The Sully Road lane this is to have access on is totally inadequate and unsuitable for this increase in traffic and has no access to public transport

Case Officer:
Mr. Shafqut Zahoor

RECEIVED

13 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: SZ/JMC
NO: 31
ACK:

2014/00460/FUL APPENDIX 'A'

16 Meadowside
Sully Road
Penarth
Vale of Glamorgan
CF64 3JX

Penarth, 8th August 2014

MR M Goldsworthy
Operational Manager
Developments and Building Control
Development Services Department
Vale of Glamorgan Council
Dock Office
Barry Docks
CF64 4RT

D.E.E.R
RECEIVED
ACTION BY: JNC S2
NO: P67
ACK: 2/9/14

RECEIVED

02 SEP 2014

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

Dear Mr Goldsworthy,

**Re: Proposed Residential Development, Land adjacent to ST Joseph's School, Sully Road, Penarth
Planning Application 2014/00460/FUL-**

We are writing to express our concern regarding the proposed development of 54 houses on the rural land by St. Josephs Primary School, Sully Road Penarth. As neighbours we will be directly affected with the closest houses being within 50 yards from our home.

We strongly object to this proposed development. Our reasons for this being:

Transport Assessment

The transport assessment carried out in respect of the capacities of the surrounding roads and junctions was carried out at a time where there was not much traffic available. It does not take into consideration the capacities to be expected to be added to existing from the new Penarth Learning Community. We know that there have been traffic assessments for this, but until the school is fully opened and in full operation the reality cannot be measured. Sully Road is already overloaded with traffic at rush-hour and school times. To say that there is "no undue concern re: traffic impact or sustainability" is simply untrue. There are huge concerns regarding the current overuse of Sully Road and the surrounding junctions

Sully Road is a small road and although classed as a Village Road, it is not really such, but much more a rural road only allowing one lane traffic at various parts. The road is far too narrow for major vehicles to pass side by side and the load of traffic that is already using it, is far too high with huge pot holes appearing all throughout the year. The structure of the road can simply not take any further traffic.

The road is used by horse-riders, cyclists, runners and pedestrians, all of whom are at risk with the cars racing past at high speeds, as there are no pedestrian pavements and because of the way the road is layed out and no land being available to provide these, those who are currently using the road other than by car are extremely at risk.

Furthermore, the planning application is based on the assumption that the new residential area of 54 houses will only be home to another 50 cars as people will be using public transport and local shopping facilities and doctors. We have lived here for 17 years and during that time the number of cars owned by residents in Meadowside, which has only 20 houses, has risen to 48. The local shopping facilities are almost non-existent, can at the best be regarded as a gap filler in the event of having forgotten something, but they simply cannot replace the trips to a supermarket that a family will have to use to do their shopping. Furthermore no-one is going to walk to the doctors, feeling unwell when they would have to walk at least 15 minutes, maybe even in rain. To believe that residents would use local transport we can only say that this is not going to happen as there is no local transport. The area is served by a bus which at the best of times only runs once an hour, unless one walks 1.2 miles to the next bus stop. To take the train in the mornings, when parents have to take children to school is simply not going to happen as parents would drop their children off on the way to work. To assume that children of the new development would attend St Joseph's School is wrong as this is a Faith school and not everyone may want their children to attend such school.

Recent refusal of planning applications in the area

The Vale recently refused planning permission for a Bungalow opposite the site, citing the reasons that it would "have an adverse effect of the character and appearance of the area" and "**cause detriment to highway safety**". How can a development of 54 houses be considered, when one house appears to be of enough concern?

Drainage and Sewerage

There are multiple issues regarding drainage and sewerage at the site. Surface water pours off the fields into the road and gullies at the point of the site, and there has been some nasty issues with sewerage where residents have had to be compensated on many occasions. We ourselves have been affected by the poor drains when with heavy rainfall the drains cannot cope with the water loads and we cannot use our downstairs toilet as it won't drain out. We have in the past had the water rising in our toilet, although we did not use it, to overflowing onto the floor! The existing drains simply cannot cope with another 54 houses with a lot of residents (as they are mainly 3,4 , and 5 bed houses one would assume that there will be an average of 500 people moving into the area) all using showers and toilets will simply.

Effect on the Environment

This area is an area of importance to wildlife in the green wedge between Dinas Powys and Penarth which is home to bat colonies, feeding at night and roosting during the day. The use of a bat-o-meter reveals that the area is home to the largest and smallest bat native to the UK. Suitable roosting habitat for bats includes buildings, bridges, quarries, trees, cliffs and caves and suitable foraging habitat includes woodland, scrub, parkland, farmland, hedgerows, wetlands, waterways and suburban gardens. The proposed housing scheme will no doubt destroy part of that habitat. Bats are a protected species and therefore their habitat and roosting places are by law protected. The nature survey undertaken by the developers is not a reliable survey as it was carried out in a very short period of time and at daytime. The full extent of the bat population can only be examined over long periods of time throughout the year and at night time. The survey must therefore be dismissed.

We, as residents who have been putting up with the increasing traffic on Sully Road, turning it into a major road feel simply not taken serious. As residents we are coping with increased traffic every

morning and night particularly during term time, meaning it can take up to 30 minutes to reach the junction of Sully Road/Redlands Road, and we experience similar congestion on return. Many of us have had near misses in the lane, usually a result of thoughtless drivers coming to fast from Barry/Sully and using the road as a short cut to avoid the traffic on Redlands Road. We have seen children walking to school from Dinas at risk many times, very few bother to use the pedestrian crossing that is installed, many walk down the lane 2 or 3 abreast, texting on mobiles, oblivious to traffic. Both riding schools use the lane at multiple times during the day and there are often children on horses having to wait while cars squeeze past them. This is a rural road. An accident is just waiting to happen, and it is of huge concern to the residents here. A development of this size would impact greatly on those risks.

We therefore ask that

- NO decision is made until the new Penarth Learning Community is up and running so that it can be factored into the surveys and form part of an effective assessment of the area.
- A PROPER traffic assessment is completed using up to date survey information, growth factors, accident analysis and a proper assessment of the surrounding highways.
- A PROPER analysis of the ongoing drainage and sewerage issues for the residents living beside the proposed development and the impact that a future development would have in consultation with Welsh Water.
- A proper long-term nature assessment is carried out to ensure that existing bat colonies do not suffer.
- A site visit by planning officers and highways officers to include meeting and listening to the residents so that they have an opportunity to discuss their very real concerns about this proposed development.

Yours Sincerely

Steven and Karin Hicks



MR MARCUS GOLOS WORTHY
OPERATIONAL MANAGER DEVELOPMENT + BUILDING CONTROL
THE TALE OF GLAMORGAN COUNCIL
DOCK OFFICE, BARRY DOCKS BATTERY CF63 4RT

RECORDED DELIVERY
1 of 4
plus encls.
ST. WINEFRIDE, SULLY RD. PENARTH CF64 2J
16.6.15.

Dear Mr Gols Worthy

YOUR REF. P/DC/SZ/2014/00460/FUL.

2014/00460/FUL APPENDIX 'A'

AMENDED PLANS - LAND ADJACENT ST. JOSEPH'S SCHOOL, SULLY ROAD

Re - the unsigned letter dated 1.6.2015, received 4.6.15 - my comments -

DUE PROCESS - Can the VOG give assurance that due process has been adhered to? -

- VOG has received valid objections to the original planning application from the citizens most directly and adversely affected, ignored them and provocatively persuaded the developers to increase the proposed house total from 54 to 74 - ie to "fit" the VOG LPP - which has already been objected to by the Sully Road Residents Association and affected individuals. This application is not being treated objectively and there is clear bias by the VOG in favour of the development proposals.

- It is unconscionable and indefensible that past individual planning applications in the vicinity of this site have been rejected on the grounds of eg. safety accessibility and adverse effect of the character and appearance of the area and yet in exactly the same environment VOG is encouraging an application which would result in 74 times the factor of reasons for refusing previous individual applications and which will destroy forever an integral greenfield area intrinsic to the rural nature of this country lane - 74 times more damaging to the environment than all those single housing applications would have been,

- As you chose not to respond to my recorded delivery letter of 6.8.14 - copy attached - I do not know if my objections were recorded. I am therefore most concerned that my objections herewith will not be recorded because of your statement that representations should be made by "clicking on" etc - implying that they can only be made on-line - thereby undemocratically disenfranchising

my right to have my representatives considered and a matter of record because I do not use I.T. I wish to record that my objections remain the same as they were to the original application, strengthened by the fact that the number of households has been increased to 74.

Sewerage Management: I suffered 2 major sewage flooding incidents - 48 hrs each time - on the weekends of 18.1 and 25.1.2014 - referred to my original objections - I have now suffered 2 more incidents - 1.5 + 14.5-2015. I ask, therefore, what Welsh Water has advised the Developers and V&G about adding 74 properties to the surface water/sewerage systems given that Welsh Water is struggling to make the system fit for purpose (and in my case failing) with current demands. N.B. over 20 plus years. This has happened to me many times, - 4 times in 2012 & once 2013 etc. I submit that sustainable infrastructure at this site will be inadequate to support all these households - particularly the drainage issues and will put my home at risk.

Amendments / Transport: the feasibility studies have unrealistically described the situation to the point of being entire and the conclusions reached as to sustainability are therefore misleading and invalid.

Environmental - the comments regarding the bat problem are in particular ~~the~~ most questionable - it is not a question of the bats "might" be disturbed temporarily - they will be and on a permanent basis - it is understood that it is in fact illegal to interfere with any bat roost where there is evidence (bat droppings) of bat activity can the developers confirm that there is no such evidence at the barn and stable buildings? - I see many bats at twilight and I know where they fly!

- Construction Turmoil the inevitable consequences of approving this application will result in a considerable period, when residents will be subjected to noise, dust, HGV traffic and general disruption and inconvenience, of additional stressful disturbance to that which we have had to endure for the last 5/6 years - i.e.
- The construction noise generated by the Housing Development behind Cogan Farm.
- The Penarth L.C. - including the weeks the road was closed and I had to make an 8 mile detour to get to Redlands Rd.
- The current work - ongoing from Monday - Saturday at Mueson Rd, the noise from diggers, heavy duty cranes having been continuous for at least five months - and which included the incident on 3.6.15 when the water main was severed - affecting the water supply to my home
- The current demolition, re-configuration and associated works at the Ashgrove site - months of being confronted by huge site vehicles on his very narrow country lane, the mud and chippings damaging cars, the continuous noise - and the flooding incident on 14.5.15 when the road was flooded as far down as my house with muddy water because the raised surface on the cleared site was not drained correctly.
- The relaying of the road adjacent to my property - whilst a welcome improvement meant that on 1 day I could not get access to my house, and on another could not get out to visit my father in hospital - This newly laid road was then dug up last year by British Gas - when I was unable to exit my property again.

In encouragement this planning application is the VOG. happy to inflict further disruption, stress

and inconvenience affecting the daily lives of the residents whilst construction takes place, in addition to the previous upheavals we have already been subjected to by developments actively encouraged by the VOG? Will the application of planning guidance to this housing development proposal include adherence to the duty of care* the Council has to the residents who will be adversely affected by the building of this estate? [see NB]*

I trust that this handwritten response to your letter of 1.6.15 will be accepted as my formal comment in response to your invitation to do so.

Yours sincerely

[Redacted] (Mrs)

* NB From bitter experience it has not necessarily been a long established practice for me to regularly clear debris from the drain grids and, during heavy rain, the debris which is washed down the road incline, blocking the drains completely, causing the water to rise over the kerb, several inches deep, sometimes over my garden and up to my front door - this involves me using a lorry, being splashed by passing vehicles. I also pay someone to cut the grass of the Council's verge in front of my property and I clear the ditch, verge and road side of litter. When I am at home and the threat of flooding occurs I can take some action - but when I am out - as with the sewage flooding, I am worried permanently that my home is at risk.

Messrs Keith Jones, Andrew Lawrence and Michael Clegg have all visited me about the persisting problems. Drainage remedies have been addressed with partial success but the situation remains as above because of the limits to VOG Highways Dept's resource availability.

Lack, therefore, if the Highways Dept. has been consulted and confirmed that they will be able to manage effectively the impact burden of 74 more houses in this locality and that this will not increase the current detriment to my property because of existing restricted resources, which is a stressful burden on me.

Recorded Delivery

Mr M Goldsworthy

Operational Manager Development +

Building Control,

Vale of Glamorgan Council.

your ref: P/DC/S2/2014/00460 FUL.

ST. WINEFRIDG, SULLY RD
PENARH CF64 2TQ.

6.8.14.

Dear Mr Goldsworthy,

Town + Country Planning Act 1990.

Location Land Adjacent St Joseph's School, Sully Road

I am writing to 1) confirm receipt of your letter dated 22.7.14, received 25.7.14 giving 21 days from the date of your letter to respond.

2) confirm that my objections to this application remain as indicated in my letter of 2.5/14

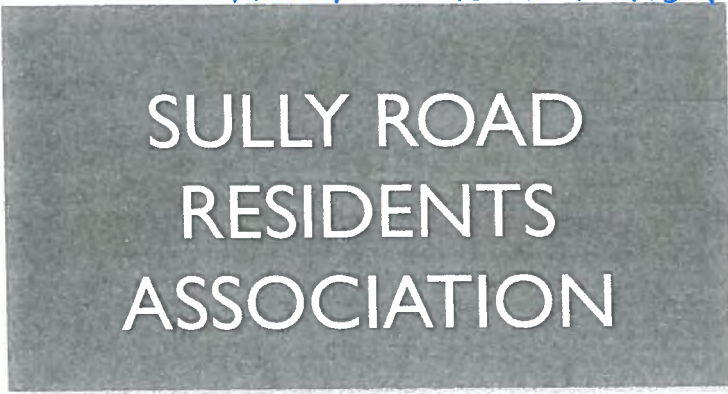
3) express concern that - as your server was o/s when someone on my behalf tried to access this information, and the telephone number given to contact if the on-line information was unavailable, remained unanswered, and as Mr Zahar was apparently on leave on Monday 28th of July and his telephone number remained unanswered - the time given to view and respond to this planning application has been unfairly and undemocratically ~~truncated~~ truncated - particularly at a time when people affected by such applications could well be on holiday for 2 weeks or more.

4) ask that you confirm receipt of this letter

5) ask that you clarify when this planning application will be considered by the Council, and whether it will be decided by delegated power to officers or by the Planning Committee.

Yours sincerely

[Redacted Signature], (Mrs)



Re: Proposal - Change of use of agricultural land to residential development, 54 residential dwellings, public open space, landscaping, highway improvements and associated engineering works. Application No. 2014/00460/FUL/SZ

Mr M Goldsworthy
Operational Manager
Developments and Building Control
Development Services Department
Vale of Glamorgan Council
Dock Office
Barry Docks
CF64 4RT

Dear Mr Goldsworthy,

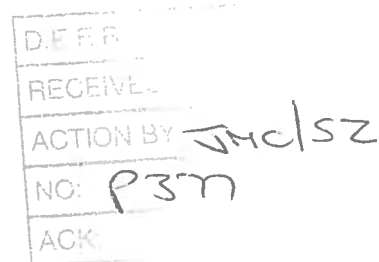
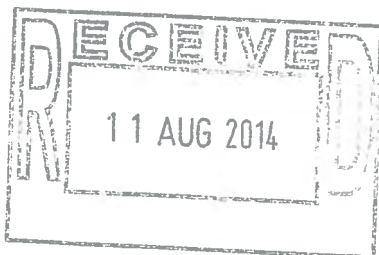
We are writing to express our extreme concern regarding the proposed development of 54 houses on the rural land by St. Josephs Primary School, Sully Road Penarth.

This letter strongly outlines our objections as we believe that this proposed development is not in the best interests of Penarth, and there are serious, detrimental and potentially life threatening issues that have not been considered during the assessment of this site.

The site is named in the draft LDP for the Vale of Glamorgan, but we feel this is poorly thought out and incredibly premature, considering that the impact of the Penarth Learning Community has yet to happen. There is absolutely no way in our opinion that the planning can be granted for this development without a proper effective assessment when the PLC is open.

Transport Assessment/Statement

The quality of the transport assessment for the site is woefully inadequate. The statement at 1.2.7 is where they state that there is "no undue concern re:traffic impact or sustainability" is simply untrue. There are huge concerns regarding the current overuse of Sully Road and the surrounding junctions, and we have yet to see the impact of the new Penarth Learning Community on the area.



Major Concerns are

- Given the proximity of two major road junctions that are already over capacity, Sully Road/ Redlands Road and the Merrie Harrier, a traffic assessment should have been done. The document on the Vale Website is not a traffic assessment but a traffic statement, which crucially does not include accident analysis or modelling of the surrounding highway network. The report states that the development will not lead to an increased risk of accidents, but without a 5 year accident analysis, this is impossible to tell.
- No traffic surveys have been carried out and the report relies on undated surveys carried out by the Vale of Glamorgan at the Merrie Harrier. Surely up to date survey information on Sully Road/ Redlands Road should be included **ONCE** the new Penarth Learning Community is open in October 2014, and then growth factors from committed developments should be taken into account. How do we know even with the new PLC that the road junctions are still going to operate within capacity and acceptable delay and queuing, let alone with another development.? This standing traffic does great harm to the environment, and we endure it daily.
- The site has very poor pedestrian and cycle access. Even with a short section of footway., it is completely unsustainable. The location is very poorly served by public transport and almost entirely car based. The report states that the nearest train station is 2km away, yet 800m is the preferred walking distance to public transport as set out in the Institute of Highways and transportation guidelines. How utterly impractical of the report to think that Eastbrook station is a sufficient draw for people to walk 2km each way. In addition, schools in Penarth are very full, there are no decent amenities within walking distance for the site and the report details shops that are either impractical, or closed down.
- There has been no comparison on the traffic statement regarding this development and Meadowside. Here the residents own cars, and all use them. Few residents walk or cycle, and most houses have more than one car, while some have 3 or more. This is because access to public transport is **POOR**, and we can't see how this new development will be any different. It simply isn't sustainable and doesn't meet WAG guidelines for sites that encourage walking and cycling.
- There is no decent travel plan for the site. At 1.1.5 the report states that the development will act as traffic calming along Sully Road? How? The traffic using the road increases every year, though the road remains largely rural, used by horse riders (there are 3 stables), tractors HGV's and school children who cross over from Dinas Powys, using the Ash Path. There have been accidents, there have been many near misses. Surely increasing the traffic onto a road already at capacity is crazy and dangerous.
- The Vale recently refused planning permission for a Bungalow opposite the site, citing the reasons that it would "have an adverse effect of the character and appearance of the area" and "cause detriment to highway safety". How can a development of 54 houses be considered, when one house appears to be of enough concern?
- The road is very narrow in places, and there is little opportunity to expand. We have already seen the detrimental effect on the surrounding countryside through development of this area and we are strongly opposed to further destroying of the 'green wedge' of land between Penarth and Dinas Powys.

Drainage and Sewerage

- There are multiple issues regarding drainage and sewerage at the site. Surface water pours off the fields into the road and gullies at the point of the site, and there has been some nasty issues with sewerage where residents have had to be compensated on many occasions. Is the site going to be mains drainage? If so this is of serious concern to the neighbouring residents, some of whom aren't even on mains drainage. Welsh Water are already telling them that they haven't got the resources to maintain the pumping station sited there. How are they going to do that with 54 homes?
- Residents also state that in its current state they get persistent flooding on the road, which they often have to deal with themselves. Currently, the area provides a certain amount of open natural drainage, which will be gone if a new estate is allowed to be built. It will certainly put the existing properties under extreme risk of even worse sewerage and flooding issues.
- The highways plan for the David Wilson homes site is going to put an incredible loading on the drainage. They appear to be offering a new section of road as part of the development, without truly understanding the area. Pot holes appear daily, and many of us have had to replace tyres on our cars due to damage.

Effect on the Environment

This is a rural area. The road is used daily by farmers and horse riders, by runners and cyclists. There is huge wildlife here, which is going to be destroyed. Surveys show potential for bats...we see them regularly here, as well as many other species of animal. This land is a green wedge between Dinas and Penarth, surely we should be protecting that? It feels like what little countryside and definition between the two areas is being swallowed up, rural vale is being destroyed. We feel very strongly that granting a development like this will set a precedent for continued development of this rural area, and part of the Vale will be lost forever.

There is great wildlife here in the green wedge between Dinas Powys and Penarth which is home to bat colonies, feeding at night and roosting during the day. The use of a bat-o-meter reveals that the area is home to the largest and smallest bat native to the UK. Suitable roosting habitat for bats includes buildings, bridges, quarries, trees, cliffs and caves and suitable foraging habitat includes woodland, scrub, parkland, farmland, hedgerows, wetlands, waterways and suburban gardens. The proposed housing scheme will no doubt destroy part of that habitat. Bats are a protected species and therefore their habitat and roosting places are by law protected. The nature survey undertaken by the developers is not a reliable survey as it was carried out in a very short period of time and at daytime. The full extent of the bat population can only be examined over long periods of time throughout the year and at night time. In our opinion this makes the survey connected to the development completely inadequate.

Also, St Joseph's School, the land immediately adjacent to the proposed development, has over the last 10 years invested greatly in encouraging wildlife into the area providing shelters/hideouts for children to observe nature/wildlife that has now established around the school due to the agricultural land around it. Forest School is an integral part of schooling for these children. This learning opportunity will be destroyed by the new development.

Residents of Sully Road

Morale is at an all time low here. As residents we are coping with increased traffic every morning and night particularly during term time, meaning it can take up to 30 minutes to reach the junction of Sully Road/Redlands Road, and we experience similar congestion on return. Many of us have had

near misses in the lane, usually a result of thoughtless drivers coming to fast from Barry/Sully and using the road as a short cut to avoid the traffic on Redlands Road. We have seen children walking to school from Dinas at risk many times, very few bother to use the pedestrian crossing that is installed, many walk down the lane 2 or 3 abreast, texting on mobiles, oblivious to traffic. Both riding schools use the lane at multiple times during the day and there are often children on horses having to wait while cars squeeze past them. This is a rural road. An accident is just waiting to happen, and it is of huge concern to the residents here. A development of this size would impact greatly on those risks.

The Sully Road Residents Association are asking that

- NO decision is made until the new Penarth Learning Community is up and running so that it can be factored into the surveys and form part of an effective assessment of the area.
- A PROPER traffic assessment is completed using up to date survey information, growth factors, accident analysis and a proper assessment of the surrounding highways.
- A PROPER analysis and resolution of the ongoing drainage and sewerage issues for the residents living beside the proposed development and the impact that a future development would have in consultation with Welsh Water.
- A PROPER wildlife surgery is carried out.
- A SITE VISIT by planning officers and highways officers to include meeting and listening to the residents so that they have an opportunity to discuss their very real concerns about this proposed development.

Yours Sincerely


Francesca Wright (on behalf of the Sully Road Residents, listed below)

Francesca Wright 10 Meadowside
Sian Jordan , Red Gables, Sully Road
Jennifer Ryan 1 Meadowside
Mrs R Chandler
Sandra Thomas 1, Erw'r Delyn Close
Pat Bartley, 11 Meadowside
Jeremy and Rosemary Dix
Liam and Jo Craven Lyncroft, Sully Road
Kevin Sullivan, Holmview, Sully Road
Sarah and Mike Peregrine, Woodlands, Sully Roda
John and Betty Rodgers, 14 Meadowside
Steven and Karin Hicks, 16 Meadowside
Cedric and Patsy Hart, 15 Erw'r Delyn Close
A Dibden, Greenbank, Sully Road
M Davies 6 Erw'r Delyn Close
Deborah Pitt 10 Ewr'r Delyn Close
Graham Jones 14 Erw'r Delyn Close
Stella Hunt St. Winefride, Sully Road
Rachel Davies Glan Hafren, Sully Road
Deb Barber, Glascoed, Sully Road
Peter Gracia, High Winds, Sully Road
The Thomas Family 5, Meadowside
The Jones Family, 3 Meadowside
Carol and Alan James, 1 Glascoed Cottages

Vaughan Gething AM

Labour & Co-operative AM for Cardiff South & Penarth

Ground Floor, Mount Stuart House, Mount Stuart Square, Butetown, Cardiff, CF10 5FQ
vaughan.gething@wales.gov.uk tel: 02920 452072 fax: 02920 898284

2014/00460/FUL Appendix 'C'

Our Ref: HVG/CSP/1056

31/10/2014

Dear Mr Zahoor,

I am getting into contact with you regarding planning application 2014/00460/FUL/SZ, Land adjacent St. Josephs school, Sully Road, Penarth.

I would be grateful if you could respond to the following concerns:

- There are current challenges facing the management of drainage and sewage. How, if at all does the application incorporate plans that adequately address this?
- What account has been taken to ensure that there is infrastructure adequate to deal with traffic and transport management? Including adequate safety for pedestrians, cyclists, and horse users (due to stables at both ends of Sully Road). In addition, due to the school development, there will be increased traffic in the vicinity, how has that been taken into account?

If these considerations have not been taken into account, then to confirm that before a decision is made that there is an updated statement on how that would be impacted. If that hasn't happened then I wouldn't be in a position to support the development.

Thank you for your help and assistance. I look forward to hearing from you at your earliest convenience.

Yours sincerely,



Vaughan Gething AM

RECEIVED

23 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATIONCeltic House
1A, St Brides Road
Wick
Cowbridge
CF71 7QB

Head of Planning,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
Barry,
CF63 4RT
20th July 2015.

Dear Sir,

Ref Planning Application 2014/01424/FUL
For change of use and Building 124 dwellings on St Brides Road Wick

We would like to object the above application and its amendments on the following grounds.

- The site is presently agricultural land used for grazing of sheep and cattle. This week –end hay was cut and bailed from this field. This proves that the soil grade can easily sustain this type of growth and is not of poor quality as David Wilson implied in a previous land report.
- The Vale of Glamorgan Local Development Plan (LDP) is still under consultation and has not yet been adopted. Therefore it is premature to consider this application when there has already been a considered and comprehensive objection to the LDP submitted by Wick Action Group. We concur with all the points raised in the document submitted by the Group and cite all of these objections in relation to this application. We note that this development does not adequately satisfy the heart of the plan, which we believe is a requirement for an LPD development. Therefore to grant permission outside the LDP is in direct conflict with the need to have the LDP process and the consultation arrangements within. With this in mind, where is the urgency and the specific need for this site to be considered at this time. Unless there is a specific reason for this site to be considered that is not accessible to the public.
- Over Development. The size of the development in relative terms to the scale of the village is well out of proportion. This development would increase the size of the village by 50%. Wick has been a rural community for centuries and has grown organically over the years. I have tried and failed to find any village development on a similar scale. Therefore this size of development is unprecedented. There is nothing previous to compare the social impact and integration of such a development. We assume the residents of Wick are guinea pigs for this experiment.

- The density of the development is 17% above the rural limit. There are 30.1 houses per hectare on the Wick proposal. Government guidelines are 25 dwellings per hectare being the rural limit. It can therefore be assumed that if this site was to conform to the rural limit it would be uneconomical to build. Calculating the increased development with the average price this site would yield another £5.1m. Therefore why would the council consider a development outside the statutory guidelines to increase David Wilson Homes turnover. Furthermore included in the development are 3 storey townhouse, or 2.5 storey. This does not conform or relate to any existing building in the village. Another facility or concession to increase profitability for the builder.
- Amenities. The village presently does not have amenities for a 50% increase in residents. The school is full to capacity and has no room for extension to this scale. Children would therefore have to be bussed to other areas. This is confliction with the green policy of the council
- Last week David Wilson home attempted to start work on this development by digging foundations. This was with no regard to planning permission. On what basis would they attempt to carry out this work without planning permission, unless they have been informed prior the public planning meeting is a formality and they have been told approval has been given. Who therefore has the authority to give this permission and on what grounds do they have pre-approval of the planning committee and therefore why is there a public meeting on July 30th. ?
- There are many other issues that required to be discussed. This includes transport infrastructure, demands on already stretched utilities and the lack of local amenities to support an increased population.

Yours sincerely

Michael and Susan Pellegrotti

5 Trepit Road,

Wick,

Vale of Glamorgan,

CF71 7QL

Head of Planning and Transport,

Vale of Glamorgan Council,

Dock Office,

Barry Docks,

Barry,

CF63 4RT

19 Jul 2015

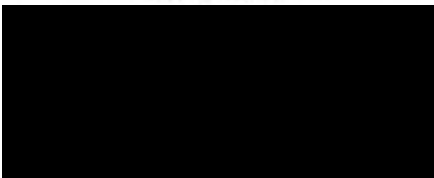
Dear Sir,

**Re: Planning application 2014/01424/FUL
for change of use and the building of 124 dwellings on land off St Brides Road, Wick
- Objection**

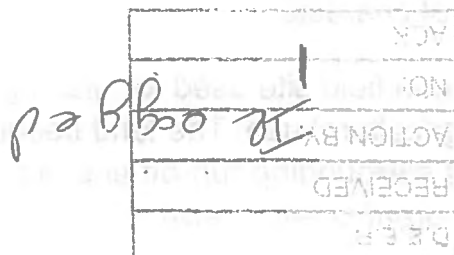
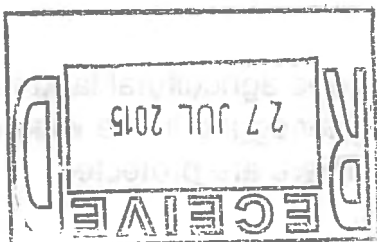
- I wish to make the following objections to this planning application including the recent amendments:
- The houses proposed are 4-5 bedroom in the region of £450k which is not affordable housing (Prices are from similar houses by the same developer built in Ogmore by Sea).
- Planning includes 3 story town houses - this is a village and would be totally out of character
- Scale of development: at present there are around 250 houses in Wick so an additional 124 would really overdevelop the village. The layout of the present village is sprawling - the largest group of houses is 10 - and so the planned estate would be totally out of character.
- Site: The site is a green field site used for grazing. It is good agricultural land that should remain for agricultural use. The land becomes waterlogged in the winter and there are issues surrounding run-off and drainage. There are protected species such as the great crested newt in nearby areas.

- Design: The density of housing is 30.1 houses per hectare, which is well above the rural limit of 25 dwellings per hectare.
- Traffic: based on an average figure of 1.5 cars per home, the new development would mean around 186 additional cars making in the region of 8 (4 commuting, 4 school) additional journeys per day on B roads and country lanes that are not intended for heavy use. There is already congestion near the school at drop off/pick up times and parking problems. There are very few employment opportunities in the village so residents travel to the major cities across South Wales. Wick is also a Red area for speeding.
- The bridge at Ewenny remains a single lane control with traffic light and the added traffic flow will have a derogatory effect on residents there.
- Bus service: the bus service does not provide access to Bridgend or Barry before 9am. David Wilson Homes' supply of bus passes' would not be of use to anyone needing to start work by 9am or travel to school in these towns or places further afield. There is no direct bus route to Cowbridge.
- Amenities: the small village shop and the present capacity of the school would not service the increase in population. This would amount to additional car journeys being made to the nearby towns and village children possibly being unable to attend their local school. There are few facilities/activities for young people an increase of numbers in this age group could lead to a potential increase in anti social behaviour and increased car journeys to local service centres such as Llantwit Major and Cowbridge.

Yours sincerely,



Trevor Robson



Tony Cooke,
9 Trepit Road,
Wick,
COWBRIDGE,
Vale of Glamorgan,
CF71 7QL

Head of Planning and Transport,
Vale of Glamorgan County Council,
Dock Office,
BARRY,
CF63 4RT

26th July 2015

Dear Sir,

Planning Application 2014/01424/FUL/IR
Building of 124 Dwellings on land off St Brides Road Wick

Access And Movement – consequences of vandalism that will occur

This is one of two letters I am sending in. The other details the objections to the applications by ourselves.

This letter details a single specific point which has not been addressed in the plan and were the application to be passed and it fail to be addressed it will cause years of misery for 5 dwellings within the village which will be affected.

The Access and Movement plan submitted shows a single road entry and exit onto St Brides Road. There is also pedestrian access at a single point alongside the rectory. Not shown correctly on either the Planning Layout or the Access and Movement Plan is the private drive or the dwellings that exist between 7 and 9 Trepit Road.

I have extracted a section from the Access and Movement Plan and that drive and the dwellings are now shown more correctly on the attached file Access to village Green Wick.jpg .

It can clearly be seen that the private drive will provide a far shorter and alternative access/exit route to the village green than the footpath offered.

Currently the boundary between the private drive and the field beyond is not secure. The hedge that runs along the rest of the boundary was removed 25 years ago in the build of two additional dwellings and a garage and has never been made good, as there has really been little need.

Previously there was a modest barn in the field. Children of the village used it as a den for smoking in, away from the gaze of their parents. It was always second best, the premier “smoking” barn being to the south of the green. A sometimes used access route was the drive. Intent on an act of which their parents did not approve, children sometimes engaged in low level disturbance of those on route – dispersal of litter into gardens, knocking doors and

running off and other minor but irritating misdemeanours. This produced a modest degradation of the life experiences of the 5 dwellings affected. Around 10 years ago the barn blew down and has not been replaced. That minor irritation has totally gone as no children bent on mischief use the drive to enter the field.

With 124 dwellings and an open area backing onto that private drive, the route will be most attractive to children to use as a short cut for children exiting the estate and accessing the village green.

It would be good if provision could be made for a building(s) or the boundary of them, to be positioned abutting the boundary with the drive thus removing the potential route. Alternatively keen consideration needs to be given to how the site is secured at this point.

On completion of the build, that boundary will not belong to any individual and so presumably maintenance of the fencing will fall upon the council's services. Children will vandalise it in order to gain egress and entry. The five dwellings will suffer degradation of wellbeing as certainly the incidence of usage will be significantly larger than that small number of children seeking a change of scenery and refuge to smoke in a drafty barn.

Householders from these 5 dwellings will observe vandalism and contact the council works department and of course, repairing a fence to an open area, will be so low down the priority order that it may go years between repairs with vandalism restoring the exit within days.

The scenario for regularly and repeatedly disturbed summer evenings and the frustrations engendered in attempting to get a problem, that is entirely foreseeable now, resolved by a council for whom this is of no significance, is palpable.

Therefore could the planning department be so good as to ensure that either:

provision is made for some buildings or better the boundary of dwellings to back onto the drive;

or

the very best security is achieved for the boundary of the open area such that the council are not left with regular and repeated, unsolvable maintenance issues. This will be best achieved in negotiation with the 5 dwellings within the village affected, of which we constitute one.

What would be entirely unsuitable would be a 6' picket wood fence that will be broken apart within 12 months of first installation and never made better.

I thank you for taking the time to consider my views.

Yours sincerely,

Tony Cooke
(additionally on behalf of Denise Cooke)

Vale of Glamorgan Council
Development & Building Control
Dock Office
Barry Docks

Tyn Y Cae
Trepit Rd
Wick
Cowbridge
Vale of Glamorgan
CF71 7QL

27th July 2015

Dear Mr Robinson,

RE: Planning Application reference – 2014/01424/FUL – Proposed Housing Development on Agricultural Land off St Brides Road, Wick

We have been notified of the above re-submitted application and wish to register our objection to the proposal put forward by the developer David Wilson Homes. We have a number of significant objections to this planning application and its consideration prior to the adoption of the Vale of Glamorgan LDP, which has now been submitted to the National Assembly for Wales. It is our view that this application should be refused. Therefore, I will outline the technical detail of this objection under the sub heading 'Prematurity and Prejudice', prior to outlining other focused objections under the sub heading 'Specific Objections'.

Prematurity and Prejudice

The Planning Policy Wales document provides clear guidance (Chapter 2) in regard to planning applications that have been submitted ahead of an LDP being adopted.

*2.6.3 "Questions of **prematurity** may arise where an LDP is in preparation but the plan has not yet been adopted. In these circumstances refusing planning permission on grounds of prematurity may be justifiable in respect of development proposals which are individually so substantial, or whose cumulative effect would be so significant, that to grant permission would predetermine decisions about the scale, location or phasing of new development which ought properly to be taken in the LDP context".*

The Council has already granted planning permission for substantial developments at Ogmere by Sea, Colwinston and Llangan. Therefore this proposal would further deliver a significant cumulative effect prematurely on a scale that is well beyond the LDP proposals.

*2.6.4 "A refusal on prematurity grounds will seldom be justified **where a plan is at the pre-deposit plan preparation stage, with no early prospect of reaching deposit, because of the lengthy delay which this would impose in determining the future use of the land in question**".*

However, the developers own application specifies that the LDP has progressed past the pre-planning stage and is in fact at the **Deposit stage**. Additionally, we have received a letter (23.08.15) confirming that the council has now submitted the LDP to the National Assembly for independent examination. **Therefore, we are justifiably arguing prematurity.**

2.6.6 Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the LDP process.

The application made by David Wilson Homes prejudices the LDP process for the following reasons:

- The development does not get to the heart of the proposed LDP due to it being too small. The LDP proposes several large developments in strategic housing sites and key settlements across the county. Wick is a minor rural settlement and therefore development there does not deliver sufficient housing need to meet the national requirements.
- Section 6.13 of Policy MG 2 states *“phasing will allow the council to ensure sites are prioritized assisting in the delivery of the aims and objectives underpinning the plan”*. Further, *“the council proposes to release housing allocations over 3 successive 5 year periods”*. This is also to *“ensure an appropriate balance between necessary development and the protection of the fine environmental qualities of the Vale of Glamorgan”*.

Therefore, granting planning permission to David Wilson ahead of the LDP would have circumnavigated due process as specified in the LDP documentation. Allowing David Wilson to develop a minor site that fails to get to the heart of the LDP plan and in a minor rural settlement that may in fact have only been scheduled for development in year 10 or 15. Thus failing to adequately protect the fine environmental qualities of the Vale of Glamorgan and the rural settlement of Wick.

- The Vale of Glamorgan LDP has now been submitted to the National Assembly for Wales for independent examination on 24th July 2015. The focused changes are now subject to a six-week public consultation taking place between 24 July – 4th September, prior to the public examination. Whilst this process is being completed it would prejudice and undermine the LDP process to grant permission to David Wilson’s application.
- David Wilson homes has already offered the Local Authority £566,191.00 and a further amount to be negotiated in mitigation (5.45, p.35 of their planning statement) in accordance with a Section 106 agreement. Offering this ‘mitigation’ to the council ahead of the LDP whose careful study has allocated a maximum of 100 dwellings on this site could be perceived as payment for permitting a greater number of dwellings on the site, increasing revenues for both developer and Local Authority.

- David Wilson Homes are currently under investigation for unauthorized development on the site having commenced work without planning permission (see enforcement order ENF/2015/0161/PC). This demonstrates their blatant disregard for due planning process, further prejudicing the planning and LDP process.

Therefore, we object to this proposal on the grounds of prematurity as it prejudices the submitted Vale of Glamorgan LDP.

Specific Objections

1. Density of Dwellings

The submitted Vale of Glamorgan LDP (2011-2026) has specified the appropriate density of dwellings per hectare, based on an assessment of appropriate density for each site. The Policy MG 2 clearly shows that should the land off St Brides Road be developed no more than 100 dwellings should be built. This is because *“a reduced gross density of 25 dwellings per hectare has been used for the minor settlement sites to reflect the character of these areas”* (6.11, p.59). David Wilson proposes 124 dwellings on the site at a density of 30.1 dwellings per hectare. There is no justification for this density which is in direct opposition to the recommendations in the LDP. Therefore, we wholly oppose the size and scale of the proposed plans.

2. Type of Dwellings

The plans proposed indicate that the site would include 2.5 storey dwellings and a 3 storey apartment block (5.10, p.28), which is not in keeping with the existing character of Wick. At present, Wick has no 2.5 or 3 storey dwellings. David Wilson has produced a ‘Design Access Statement’ in which they chose to display a series of photographs of houses in Wick. The images chosen were wholly biased towards large, detached 2 storey buildings. Yet between 30 – 50% of the properties in Wick are dormer and chalet bungalows. In fact, all the properties immediately bordering the site on Trepit Road are bungalows and therefore 2.5 and 3 storey buildings would be extremely out of character.

David Wilson Homes state the inclusion of the 2.5 storey properties are to *“provide interest and variety”* (3.5, p.7). We would argue that ‘interest and variety’ can be provided by introducing other architectural features and does not require a 2.5 or 3 storey property, which are obviously being proposed to increase profit despite it being out of character in the village. Therefore, if the proposed development is approved we would ask that 2.5 and 3 storey properties are not permitted.

3. Inclusion of one bedroomed social flats

The proposal states that affordable housing will be provided on site in line with the LDP requirement of 35%. We note that in fact they are slightly over this quota by .5%.

Therefore, we would suggest a modest reduction to ensure that if the site is approved it does not have more than 35% affordable homes.

Further, we note that only a quarter of the affordable homes planned are low cost ownership, with the majority being social rented. We would argue that there should be a balanced distribution.

The Vale of Glamorgan LDP (2011-2026) Local Housing Market Assessment states *“there is no requirement for any further one-bedroom market accommodation in the county”* (section 7.20 p.53). In fact, the figures indicate that over the course of the next 20 years the requirement for one bedroomed stock will fall by 142 units.

In addition, the report points out that the large growth in single pensioner households within the one bedroomed social rented accommodation indicates that these households will require an additional bedroom for a carer (section 7.22, p.54).

Therefore *“there is no requirement for any further one-bedroom market accommodation”* in the county (section 7.31, p.57). In fact, the long term market balance model suggests in the social rented accommodation category there is a particular need for two bedroomed housing.

Thus, there is no current housing need in Wick for one bedroomed social, intermediate or private housing. Therefore, David Wilson Homes’ plan to build 10 one bedroomed social housing flats is not needs based or supported by the Local Authorities own assessment. They are in fact failing to provide *“housing of the right type”* which they stated in their proposal (4.21) in an effort to suggest they were meeting the requirements of Welsh Ministers and Planning Policy Wales.

4. Lack of Sustainability

Planning Policy Wales States that their definition of sustainable development in Wales means *“enhancing the economic, social and environmental well-being of people and communities”* in ways which *“enhance the natural and cultural environment and respect it’s limits – using only our fair share of the earth’s resources and retaining our cultural identity”* (Fig. 4.1, p.43).

In fact, section 4.4.3 provides clear guidelines to ensure sustainable development, which includes minimising *“land-take”* and *“urban sprawl”*, and *“wherever possible avoiding development on greenfield sites”*.

Further, Planning Policy Wales guidance outlines priorities for rural areas are to secure: access to affordable housing and high quality public services; a thriving and diverse local economy, and an accessible countryside in which the environment and biodiversity are conserved and enhanced (4.6.3, p.51).

Overall, the plan proposed by David Wilson homes fails on many counts to deliver on sustainability. For instance they:

- Are engaging in land-take by proposing high density housing on a green field site with below the recommended level of open space
- Are failing to protect the existing environment and wild life by not providing the recommended amount of open space
- fail to adequately acknowledge the poor level of public transport available to residents which is grant funded, isolating individuals in the community (particularly those on low income)
- Fail to acknowledge the limited opportunity for employment
- Fail to acknowledge the lack of pupil places in the village school, or that it is faith led which may be unsuitable for some
- Fail to acknowledge the poor pedestrian access around the village, particularly at the school and the impact of the development on pedestrian/road safety
- Fail to provide a sufficient quantity of Low Cost Ownership homes
- Fail to conserve the environment by providing homes that are environmentally neutral and powered by solar energy, ground source heat pumps and the like

The above points indicate that the developer is not providing a sustainable housing development in our rural community and is merely paying lip service to sustainability by using language associated with the principles of sustainability.

Grounds for specific objections relating to sustainability:

- a) The public open space proposed on the site falls below the minimum standards proposed by the Local Authority and on the basis of a recommendation from Fields in Trust. According to David Wilson homes these standards suggest 6,792 sq metres for 124 homes but they plan to provide less with a provision of 6,511 sq metres. This short fall is not acceptable and falls short of the Local Authorities own guidelines and the guidelines of the Fields in Trust recommendation.

The developer's rationale for this shortfall is also unacceptable, merely that Wick has lots of green space already and therefore there is an over provision of such space. This rationale further serves to indicate the developers lack of appreciation that they are not providing a plan that fits with the existing character of the village.

- b) The Vale of Glamorgan LDP (2011-2026) Local Housing Market Assessment provides definitive evidence of the low rate of employment across the Vale of Glamorgan and the high rate of those claiming job seekers allowance (3.12 -3.17). There are few employment opportunities in Wick, meaning that local residents must travel outside of the local area to work. The public transport infrastructure is insufficient and residents are unable to rely on it to get to work. Whilst David Wilson quite rightly points out that there are train stations at Llantwit Major and Bridgend, there is at best an hourly bus service to transport them to these stations. The bus route is aided by government funding (and therefore susceptible to cuts), with the first bus to Bridgend currently arriving at 8.30am (and until recently arriving at 9am). This means that individuals can at best only arrive in Bridgend at 9am, too late for most

employers and any onward journey. This would leave prospective residents who could not afford their own transport with limited means for employment and achieving a good quality of life.

- c) In relation to the above point, David Wilson Homes' state in their proposal that the development "complies with the transport related objectives contained within Paragraph 9.1.2 of PPW, as well as Chapters 4 and 8 of PPW, TAN 18, UDP Policies 2 and ENV 27 and Deposit LDP Policy MD2, which seek to minimise the need to travel by car and locate development to ensure the use of public transport, walking and cycling. Yet they provide no evidence of how they are complying with the above policies in reducing travel by car. There is no mention in any of the above documents for improvement to the public transport network directly serving Wick. Whilst there is mention of improvement to infra structure and services in the wider area, individuals in the village cannot access such improved services without first relying on existing poor public transport and instead have to rely on travel by car.

Therefore, the proposed development does not seek to minimise the need to travel by car and ensure use of public transport, walking and cycling. The majority of daily activities, education, employment, leisure, shopping etc will all require the use of a car as public transport is poor and adequate amenities too far to access on foot.

- d) The proposed plans for 124 houses in Wick will inevitably place additional demand on the existing primary school who are currently at full capacity and have no physical capacity to admit more children. We understand that the school already has to use shared space as overspill from classrooms in order to cater for their existing pupils. The Vale of Glamorgan LDP (2011-2026) states that "*existing schools will be extended or improved to meet demand for school places during the plan period*" (Policy MG 6, p.65). Yet we observe that the proposal submitted does not address these issues, merely offering the Local Authority £361, 747 in mitigation for education, a sum that would not enable the authority to meet Policy MG 6.

Furthermore, there is already inadequate parking available at the school and regardless of how near the school is to the proposed development working parents will drive their children to school en-route to their employment.

5. Incorrect Classification of Agricultural Land

David Wilson Homes' planning application cites the results of an agricultural land assessment confirming that the site falls within sub-grade 3B and grade 4 (5.23, p.31). However, the Local Authority have previously accepted that the land is grade 2. In addition, the Agricultural Land Classification of England & Wales 1985 (ALC009) indicates that the land is grades 1, 2 or at worst 3A and as such the Vale of Glamorgan should seek to preserve this versatile agricultural land from development in order to comply with Planning Policy Wales and the submitted Vale of Glamorgan LDP. We believe Natural Resource Wales should be consulted in order to provide independent and unbiased consultation to the Local Authority.

6. Inadequate Water Supply Network

We observe that Dwr Cymru Welsh Water “has advised that the site falls within the the Llantwit Major water supply network which is at the EXTREME of its capability. Extensive improvements would be required” and consultation to “determine whether improvements to this network will be required” (Updated Planning Statement, p.22). Concern has also been “expressed by Welsh Water over capacity at the Waste Water Treatment Plant” (Updated Planning Statement, p.34). David Wilson Homes have not yet provided a solution or offered the ‘mitiagtion’ required for the Local Authority to improve the water supply that is at it’s extreme limits.

We urge the planning committee to reject the proposed plans until such time that Dwr Cymru have completed their feasibility study and provided a satisfactory solution, funded by David Wilson Homes. At present, residents at Wick experience very poor water pressure, such that the water pressure is barely sufficient to feed combination boilers. Therefore, we ask that this issue is thoroughly addressed, as foreseen damage to existing resident’s boilers could prove costly if water services are not improved.

Conclusion

In summary, this planning proposal has been prematurely submitted ahead of the Vale of Glamorgan LDP (2011 -2026) and prejudices the LDP. David Wilson Homes’ plans for the site do not conform to the core principles of Planning Policy Wales or the guidance contained within the Vale of Glamorgan LDP across a number of areas, including issues of density, provision of social and affordable housing, sustainability, transport and environmental impact. There are significant concerns regarding the capacity and provision of effective water and sewerage systems – a solution has not been submitted by Welsh Water, the developer or the Local Authority. This is a grave concern.

The development is far larger than that proposed in the submitted LDP, expanding the rural settlement of Wick beyond the capacity of it’s current amenities. Further, the scale and nature of the development is not in keeping with the existing character of the village and they have not adequately demonstrated in a meaningful way the sustainability of their development. They have failed to demonstrate how they plan to provide favourable conditions in which people live, work, travel and take leisure within a rural location of outstanding beauty.

We urge the planning committee to reject this application.

Yours Sincerely,


Mr and Mrs Prevett

Mr James Eddy
5 St Brides Road,
Wick,
Cowbridge,
Vale of Glamorgan,
CF71 7QB.

Head of Planning and Transport,
Vale of Glamorgan Council,
Dock Office,
Barry Docks,
Barry,
CF63 4RT,
25th July 2015.

RECEIVED

27 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

Dear Sir,

Re: Planning application 2014/01424/FUL

For change of use and the building of 124 dwellings on land off St Brides road, Wick

I wish to make the following objections to this planning application including the recent amendments:

- At present there are around 250 houses in Wick so an additional 124 would really overdevelop the village. The layout of the present village is sprawling – the largest group of houses is 10 so the planned estate would be totally out of character.
- The site is a green field site used for grazing. It is good agricultural land that should remain for agricultural use. The land becomes waterlogged in the winter and there are issues surrounding run-off and drainage. There are also protected species such as great crested newt in nearby areas.
- The density of housing is 30:1 houses per hectare, which is well above the rural limit of 25 dwellings per hectare.
- Based on the average figure of 1.5 cars per home, the new development would mean around 186 additional cars making in the region of 8 (4 commuting, 4 school) additional journeys per day on B roads and country lanes that are not intended for heavy use. There is

already congestion near the school drop off/ pick up times and parking problems. There are very few employment opportunities in the village so residents travel to the major cities across South Wales. Wick is also a red area for speeding.

- The bus service does not provide access to Bridgend or Barry before 9am. David Wilson homes 'supply of bus passes' would not be of use to anyone needing to start work before 9am of travel to school in these towns or places further afield. There is no direct bus to Cowbridge.
- The small village shop and the present capacity of the school would not service the increased population. This would amount to the additional car journeys being made to nearby towns and village children possibly being unable to attend their local school. There are few facilities / activities for young people and an increase in numbers in this age group could lead to a potential increase in anti social behaviour and increased car journeys to local service centres such as Llantwit Major and Cowbridge.

Yours Sincerely,

James Eddy

2014/01424/FUL - Appendix B

Alun Cairns MP
Vale of Glamorgan



HOUSE OF COMMONS
LONDON SW1A 0AA

Mr M Petherick
Cabinet Officer
Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

15 January 2015

Ref: VoG/

Dear Mark

PLANNING APPLICATION: 2014/01424/FUL - Change of use of agricultural land to residential development (C3) including the development of 124 residential dwellings, public open space, landscaping, highway improvements and associated engineering works.

As you can no doubt appreciate, I have been contacted by several residents who are extremely concerned about the above proposals, and my purpose in writing is to also express my concerns to the Local Authority and to offer my objections to the proposed planning application.

I must express disappointment at the timing of this application. Firstly, the Local Authority is still determining its Local Development Plan, and site allocations for residential development have not yet been agreed. I am concerned that, with only months until the final publication of the development plan, this application looks speculative at best. Secondly, I have been informed that consultation notices were delivered to local residents on Christmas Eve, and if this is true, it does not seem conclusive to a proper consultation exercise – with many residents being away for the holiday period and associated businesses being closed.

Ultimately, there are a number of planning and social reasons for my objection to this development, but I must underline that this land is not allocated for development under the current development plan. Any residential planning application that seeks to develop beyond the established settlement boundaries and into the countryside must be dismissed.

29 High Street
Barry
CF62 7FB

Alun Cairns MP
www.aluncairns.co.uk
alun.cairns.mp@parliament.uk
☎ 0207 219 5232 ☎ 01446 403814

29 Y Stryd Fawr
Y Barri
CF62 7EB

Alun Cairns MP
Vale of Glamorgan



HOUSE OF COMMONS
LONDON SW1A 0AA

The addition of 100+ houses to a small rural village such as Wick will overwhelm the current settlement and put substantial pressure on already stretched local services. Wick does not have easy access to public services or facilities or public transport and such an allocation of housing does not support the sustainability of the proposal, in either the Council's Unitary Development Plan or proposed Local Development Plan.

In summary, this application should be rejected because of the conditions of the current UDP. It should be rejected because it falls outside the settle boundary and the land is currently protected against residential development.

Thank you for your consideration in this matter and I look forward to hearing from you as soon as possible.

Yours sincerely

ALUN CAIRNS MP
Vale of Glamorgan

29 High Street
Barry
CF62 7EB

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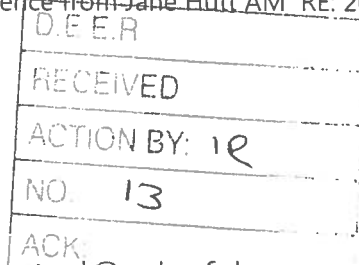
29 Y Stryd Fawr
Y Barri
CF62 7EB

Rees, Vivien

From: Beaven, Camilla (AM Support Staff, Jane Hutt) <Camilla.Beaven@assembly.wales>
Sent: 23 July 2015 15:05
To: Planning & Transportation (Customer Care); Petherick, Mark
Cc: Hutt, Jane (Assembly Member)
Subject: Correspondence from Jane Hutt AM RE: 2014/01424/FUL

Importance: High

Good Afternoon



RECEIVED
24 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

FAO: Cllr Lis Burnett, developmentcontrol@valeofglamorgan.gov.uk

I am emailing on behalf of Jane Hutt AM with regard to planning application 2014/01424/FUL- *Land off St. Brides Road, Wick. Change of use of agricultural land to residential development (C3) including the development of 124 residential dwellings, public open space, landscaping, highway improvements and associated engineering works*

Jane has been contacted by a number of Wick residents who are very concerned that work has started by the developers, David Wilson Homes, prior to the meeting of the Vale Council Planning Committee- scheduled for the end of this month.

Jane has been told that trenches had been excavated last week on the land off St Bride's Road. Local residents have serious concerns about the planning process and have reported incidences where they have been advised by the developers and surveyors that the development will definitely be going ahead.

Some Wick residents have submitted objections to the development, believing that it will effectively double the population of the village. Jane understands that concerns have been expressed regarding the lack of capacity at the local schools, and pressure on local amenities.

Jane would be grateful if the Council could clarify why work has been permitted prior to the application being considered by the planning committee and would also welcome comments on the issue of accountability to local people.

Many thanks in advance and best wishes

Camilla Beaven on behalf of Jane Hutt AM

Camilla Beaven

**Office Manager to Jane Hutt AM (Vale of Glamorgan)
National Assembly for Wales**

Rees, Vivien

From: Beaven, Camilla (AM Support Staff, Jane Hutt) <Camilla.Beaven@assembly.wales>
Sent: 23 July 2015 15:27
To: Petherick, Mark; Planning & Transportation (Customer Care)
Cc: Hutt, Jane (Assembly Member)
Subject: Correspondence from Jane Hutt AM- 2014/01424/FUL

Importance: High

Good Afternoon

Ahead of the Planning Committee on July 30th, Jane Hutt AM would like to pass on some comments from a constituent who lives immediately next door to the proposed development in Wick-124 houses on land off St Bride's Road. 2014/01424/FUL

Jane has been contacted by Mrs Kent who lives at 'Rivington' on St Bride's Road.

Jane understands that Mrs Kent has particular concerns regarding the development, given her close proximity to the site. Specifically, the road traffic impact and the single entry point to the development adjacent to her property, the potential for noise and light pollution, the loss of privacy and security to the boundaries of her property and the 'mini car park' for up to 14 vehicles immediately adjacent to the south west boundary of Mrs Kent's home.

Mrs Kent also has concerns regarding the disruption during the building phase and would welcome some dialogue with the Council and developers on this point.

With best wishes

Yours sincerely

Camilla Beaven on behalf of Jane Hutt AM

Camilla Beaven

**Office Manager to Jane Hutt AM (Vale of Glamorgan)
National Assembly for Wales
0300 200 7110**

RECEIVED

24 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: JR
NO: 16.
ACK:

Any of the statements or comments made above should be regarded as personal and not necessarily those of the National Assembly for Wales, any constituent part or connected body.

Dyla'r datganiadau neu'r sylwadau uchod gael eu trin fel rhai personol ac nid o reidrwydd fel datganiadau neu sylwadau gan Gynulliad Cenedlaethol Cymru, unrhyw ran ohono neu unrhyw gorff sy'n gysylltiedig ag ef.

Wick Action Group
C/O Ffynnon Newydd,
Trepit Road,
Wick
COWBRIDGE
Vale of Glamorgan,
CF71 7QL

29th July 2015

Head of Planning and Transport,
Vale of Glamorgan County Council,
Dock Office,
BARRY,
CF63 4RT

Dear Sir,

Planning Application 2014/01424/FUL
Building of 124 dwellings on land off St Brides Road, Wick

This letter records aspects of detail as noted in formal literature as issued by the Welsh Assembly Government (WAG) and other bodies in relation to the 'PREMATURITY' in respect of the approval of planning applications prior to the conclusion of the Local Development Plan (LDP) process.

1. Wick is designated as a minor rural settlement
2. The WAG identify that councils should construct the LDP such that *"growth here will help to meet local housing needs and to support existing local services"* (Ref Letter WAG to Vale of Glamorgan Council 30th March 2012 qA980858)
3. It could be argued that in attempting to resolve this application prior to the inspection of the LDP, the Council are seeking to pre-empt that stage of due process and present the Inspector with an irrevocable situation in respect of an aspect of local development in which it already, factually, has been at a difference of opinion with the WAG.
4. The Planning Policy Wales document provides clear guidance (Chapter 2) in regard to planning applications that have been submitted ahead of an LDP being adopted.
5. 2.6.3 *"Questions of prematurity may arise where an LDP is in preparation but the plan has not yet been adopted. In these circumstances refusing planning permission on grounds of prematurity may be justifiable in respect of development proposals which are individually so substantial, or whose cumulative effect would be so significant, that to grant permission would predetermine decisions about the scale, location or phasing of new development which ought properly to be taken in the LDP context"*.
6. The Council has already granted planning permission for substantial developments at Ogmores by Sea, Colwinston and Llangan. Therefore this proposal would further deliver a significant cumulative effect prematurely on a scale that is well beyond the LDP proposals.

7. 2.6.4 "A refusal on prematurity grounds will seldom be justified **where a plan is at the pre-deposit plan preparation stage, with no early prospect of reaching deposit, because of the lengthy delay which this would impose in determining the future use of the land in question**".
8. However, the developers own application specifies that the LDP has progressed past the pre-planning stage and is in fact at the **Deposit stage**. Additionally, our clients have received a letter (23.08.15) confirming that the council has now submitted the LDP to the National Assembly for independent examination. **Therefore, we are justifiably arguing prematurity.**
9. 2.6.6 **Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the LDP process.**
10. The application made by David Wilson Homes prejudices the LDP process for the following reasons:
 11. The development does not get to the heart of the proposed LDP due to it being too small. The LDP proposes several large developments in strategic housing sites and key settlements across the county. Wick is a minor rural settlement and therefore development there does not deliver sufficient housing need to meet the national requirements.
 12. Section 6.13 of Policy MG 2 states "*phasing will allow the council to ensure sites are prioritized assisting in the delivery of the aims and objectives underpinning the plan*". Further, "*the council proposes to release housing allocations over 3 successive 5 year periods*". This is also to "*ensure an appropriate balance between necessary development and the protection of the fine environmental qualities of the Vale of Glamorgan*".
 13. Therefore, granting planning permission to David Wilson ahead of the LDP would have circumnavigated due process as specified in the LDP documentation. Allowing David Wilson to develop a minor site that fails to get to the heart of the LDP plan and in a minor rural settlement that may in fact have only been scheduled for development in year 10 or 15, thus failing to adequately protect the fine environmental qualities of the Vale of Glamorgan and the rural settlement of Wick.
 14. The Vale of Glamorgan LDP has now been submitted to the National Assembly for Wales for independent examination on 24th July 2015. The focused changes are now subject to a six-week public consultation taking place between 24 July – 4th September, prior to the public examination. Whilst this process is being completed it would prejudice and undermine the LDP process to grant permission to David Wilson's application.
 15. Were the development to happen the community of Wick would have been robbed of the opportunity to see if this proposal is sound when subject to the scrutiny of independent inspection.
 16. Therefore, we object to this proposal on the grounds of prematurity as it prejudices the LDP submitted by the Council to the WAG.

Yours faithfully,

The Wick Action Group



16 St. Andrew's Crescent, Cardiff CF10 3DD
T: +44 (0)29 2037 8621 F: +44 (0)29 2038 8450 DX: 33065 Cardiff
www.huttons-solicitors.co.uk

URGENT

**An individual letter attached by email
to each member of the Vale of
Glamorgan Planning Committee**

Our Ref: SMH/SJL/Wick
Please Ask For: Stuart Hutton

Wednesday, 29th July 2015

Dear Sir or Madam,

**Planning Application 2014/01424/FUL
Building of 124 dwellings on land off St Brides Road, Wick
Our Clients: Wick Community Action Group**

1. We have been consulted by the Wick Community Action Group in connection with the above proposed planning application which, we understand, is to be deliberated by the Planning Committee of which you are a member on Thursday 30th July 2015.
2. As you know, Wick village currently has 226 dwellings and that the proposed planning application will extend this number by a further 124 dwellings which represents an increase of 55 percent, a very substantial development of the Wick community, by any observation.
3. We understand that the first draft of the LDP submitted to the Welsh Assembly Government (WAG) provided for 150 dwellings to be built in the village. In their response of 30th March 2012, WAG indicated at section (1) (*"Housing: spatial Distribution of Growth"*) that an extra 150 dwellings was *"particularly large and will disproportionately increase the size of the(se) village(s)"*.
4. This letter, drew the attention of the Council's planning department to paragraphs 5.16 & 5.17 and the directive that the LDP should reflect the need for *"growth in minor rural settlements and states that growth here will help to meet local housing needs and to support existing local services. It is unlikely that development of this sale will only provide for local housing needs"*. The WAG could not have made it clearer that a development of 150 extra houses was *"disproportionate"* and that the draft LDP did not reflect the WAG directive.

A list of partners can be obtained from the registered office at 16 St. Andrew's Crescent, Cardiff CF10 3DD
Members of the Law Society Panels for Clinical Negligence, Children, Family and Family Law, Advanced Panel, Members of the Legal Services Very High Cost Case (CNAME) Panel (VHCC)

Authorised and Regulated by the Solicitors Regulation Authority SRA No. 00062645
Hutton's Solicitors do not accept service by email

5. We understand that the latest LDP which was approved by the full Council and presented to WAG for inspection reduced the number of dwellings to 100. It is assumed that this change represented the Council's official response to the earlier criticism. It is submitted therefore that the proposed increase to 124 new dwellings is therefore "disproportionate". Approval would therefore be in direct contradiction to the advice of WAG and the decision of the full body of the Council.
6. Further there is a danger that the proposed increase of 55 percent in the size of the Wick village will have the effect of diluting their community. It must be appreciated that this village has taken years to develop for the benefit of its inhabitants and that the loss of cohesion will have a deleterious effect.
7. Taking into account this development will increase the size of the village by 55 percent there is a sustainable argument that the development is not proportionate.
8. May we draw your attention to the WAG letter of 30th March 2012 addressed to the council when the following was stated at section B2 – deliverability "however it is not clear how the preference of brown field sites particularly in the earlier stages of the plan will be managed in terms of planning application process. How will the plan avoid 'cherry picking' of easier to develop green fields sites in the later stages of the plan period? The plan needs to be more robust in how it will control the phasing of the development" May we draw your attention that this application is in a minor rural settlement and a green fields site that is being progressed in advance of major brown fields sites and is an example of "cherry picking".
9. It is submitted that the planning committee would be in breach of its duty to its council and acting in dereliction of its duty to the community in not seeking to protect them were it to progress this application at this time.
10. Can we remind you that the Council's response to concerns by the Wick Action Group in relation to the LDP was that "it is the council's opinion that housing allocation MG2 (44) provides a logical extension to Wick that would not have a detrimental impact to its character..." MG2 (44) was making reference to a development containing 100 dwellings only and not 124 which now comprises the current application before you.
11. We would invite you to further consider that were this application to be approved the council would be liable for punitive, collective and individual actions by any member of the client Action Group and other members of the community in the event of it being established that the addition of 55 percent of dwellings to the community did have a detrimental impact on any characteristic of village life in Wick. We consider that an independent arbitrating body would find it difficult to accept that the planning authority would not have appreciated that a 55 percent increase to the housing stock at Wick would not have had detrimental impact.
12. We are instructed that the Wick Community Action Group objects to this proposal on the grounds of prematurity as it ignores the LDP submitted by the council to the WAG.

13. We are instructed that whilst the Wick Community Action Group recognises that proportionate new housing is an inevitability they cannot accept that it is right to shoehorn the extra 24 dwellings and allow this application to proceed. The proposed building density of 30 dwellings per hectare is beyond the council's own recommendation for minor rural communities.
14. As a member of the Planning Committee we do respectfully ask you to weigh heavily the Committee's burden to ensure that the local inhabitants of Wick are treated with appropriate regard and sensitivity in the circumstances. Accordingly, the Action Group are anxious that the final planning conclusion is not reached on Thursday and that consideration of the application is deferred until after the LDP is processed to a conclusion. This will enable the developer to modify the application so that it may match the LDP to enable the council to properly exercise its role in the approval process without risk of liability from the community or the developer.
15. We have been instructed to attach a copy of a letter of even date from our client Action Group which is self-explanatory.

We are grateful to you.

Yours faithfully



Hutton's Solicitors and Advocates

2015/00016/FUL
APPENDIX 'A'

39

50 Craig Yr Eos Road,
Ogmore By Sea,
BRIDGEND,
CF32 0PH

11th February, 2015

Mr. Robert Lankshear,
Vale Of Glamorgan Council,
Planning Department,
Dock Offices,
Barry Docks,
BARRY, CF63 4RT

Dear Sir,

Re: Application No: 2015/00016/FUL/RL
Proposed Residential Development For 21 Dwellings

D.E.E.R
RECEIVED
ACTION BY: <i>ir/rl</i>
NO: <i>6</i>
ACK:

I object to the above application on the following grounds:-

1. The problem with the capacity of the public sewer on the common has been known for many years. It seems to be insuperable. If the intention is to use this sewer for the extra drainage there will be health problems.
2. If access to these houses is via Craig Yr Eos Rd, I fear for the safety of pedestrians. A common sight is a mother pushing her pram in the middle of the road – due to car parking on the pavements. Maximum speed permissible should be 20mph.
3. The wall separating the common from the proposed site is in bad repair and at certain places dangerous.
4. Houses nearest to the common should be located some distance from the boundary wall to reduce the visual impact when seen from the Wales Walk Path. The vista now is one of houses, well set back; each one unique, which is quite pleasing.

Yours faithfully,

K. C. Alderman

RECEIVED
12 FEB 2015

RECEIVED
12 MAY 2015

FO

Duffield, Claire E

smc/RL

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 15 February 2015 10:01
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00016/FUL

New comments have been received for application 2015/00016/FUL at site address: Land to the South of Craig Yr Eos Avenue, Ogmore by Sea

from Mr John Timothy D'Arcy [REDACTED]

Address:
95 Main Road, Ogmore by Sea, Vale of Glamorgan, CF32 0PR

Comment type:
Objection

Comments:
Twenty one properties on this small field, set right up against the Common, will seriously damage the character of this popular part of the Heritage Coast. The committee will be aware that on any sunny weekend people travel a long way to take advantage of the beautiful Common land and beach. Apart from the ridiculous number of properties, the proposal to build houses not bungalows is not within the general character of the village let alone the immediate area.

My second point relates to the overdevelopment of the whole village. We already have the spectre of almost 200 new properties either being built or already with planning permission, with no guarantee of improved local facilities to cope with the increased population, car numbers, effluent, loss of natural rainwater drainage, etc.

Case Officer:
Mr. Robert Lankshear

Area:
South

RECEIVED

16 FEB 2015

D.E.E.R
RECEIVED
ACTION BY: smc/RL
NO: 19
ACK:

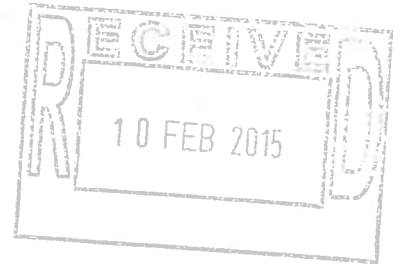
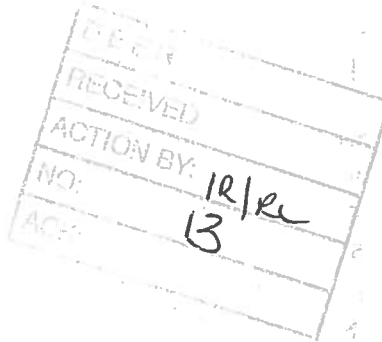
ST. HELENS,
54, CRAIG YR EOS ROAD,
OGMORE BY SEA.
VALE OF GLAMORGAN
CF32 0PH

TEL NO: [REDACTED]
email address: [REDACTED]

26th January, 2015

Yr Ref: P?DC/RL/2015/00016/FUL

Mr. Robert Lankshear,
Vale of Glamorgan Council,
Planning Department,
Dock Offices,
Barry Docks,
Barry,
CF63 4RT



Dear Sir,

Re: Application No: 2015?00016?FUL/RL
Proposed Residential development for 21 dwellings.

I wish to object to the above application on the following grounds:

Further development of our village should at all costs be prevented and refused until facilities are provided for our community i.e.: Community Centre, Village Hall, Play Area, Toilets etc.

1. The entrance to Craig yr eos Road is dangerous to pedestrian traffic, as there is no footpath.
2. Consideration should be made to access being provided via Slon Lane, thus reducing the volume of traffic attempting to squeeze through Craig yr eos Roads narrow entrance. This entrance held up several planning applications in the past as other developments have progressed: Craig Hotel and car park have increased the traffic flow substantially and the houses approved for Craig yr eos Avenue will also increase traffic flow.
3. There are no facilities provided for the community in Ogmore by Sea, and no further planning should be approved until this is rectified.
4. The main Public sewer for the lower Ogmore by sea village is a 9inch clay pipe. This pipe is already stretched beyond it's capabilities. During wet weather, the manhole covers blow off and sewage runs onto the Heritage Coast Footpath and Beach.
5. I have read through the reptile recovery report and find no reference to the lizards that live on the site. I understand that reptiles will be collected and removed to a safer place, but any lizards that are found and collected, should be returned to the adjacent common, their natural habitat, not nearby gardens.
6. The Heritage Coast Footpath will have this site in full view and reduced height should be considered on any buildings built to include them into the general vista, as should different façades. As all buildings in Ogmore are different.
7. The row of houses nearest the common should not be higher than dormer bungalows in order to reduce their impact.
8. 6 new houses have now been approved for Craig yr eos Avenue producing 10 more

- vehicles at least, having to traverse this very narrow entrance. To add another 20 plus buildings that may well produce another 40 plus vehicles, at least twice a day is extremely dangerous. There is no footpath at the narrow entrance to Craig yr eos Road.
9. The Boundry wall to the common is falling down and should be repaired urgently. The gateway in the South corner onto the common, only useable by commoners, should be removed as these rights are now revoked.

I await your comments in due course. Should this go to committee I would like an invitation to speak.

Yours faithfully,



Peter Mepham (Mr)
Resident

10. It should be noted that all the houses in the row, adjoining the Common wall have long gardens. Any further houses built should follow this example

PM

21

O'Keefe, Kevin T

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 30 January 2015 17:27
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00016/FUL
Attachments: Planning Objection .doc

New comments have been received for application 2015/00016/FUL at site address: Land to the South of Craig Yr Eos Avenue, Ogmore by Sea

from Mrs Judith Robertshaw [REDACTED]

Address:
2 Craig yr Eos Place, Ogmore by Sea, Bridgend, CF32 0PX

Comment type:
Objection

Comments:
My grounds for objection to the planning application by Waterstone Homes to build 21 homes on land to the South of Craig yr Eos Avenue are set out in the document attached .

I would be grateful if you would keep me informed of developments in this case.
Thank you

The following files have been uploaded:
Planning Objection .doc

Case Officer:
Mr. Robert Lankshear

Area:
South

D.E.E.R
RECEIVED
ACTION BY: IRRL.
NO: 42
ACK:

RECEIVED

02 FEB 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

Dear Sir

RE: Planning application number 2015/00016/FUL for land to South of Craig yr Eos Avenue, Ogmored by Sea

I wish to lodge an objection to the above mentioned planning application on the following grounds

1. Dangerous traffic access:

A previous application to develop this plot of land was denied on the basis that vehicular and pedestrian access from the site along Craig yr Eos Avenue and Craig yr Eos Road to Main Road (B4524) was tortuous and dangerous due to bends and lack of pavement. In essence this situation has not changed – the egress from Craig yr Eos Avenue onto Craig yr Eos Rd is on a blind bend; Craig yr Eos Rd is still tortuous and narrow and I have recently witnessed several cars having to brake hard and struggle to negotiate their way past oncoming vehicles, especially delivery vans. This route is also used by local school children walking to their school buses on Main Rd, however there are only small sections of pavement along the length of Craig yr Eos Rd from its junction with Craig yr Eos Avenue to Main Rd. I believe, therefore, that the extra traffic both vehicular and pedestrian which would be generated by this development would make Craig yr Eos Rd even more dangerous than it is at present.

2. Environmental character:

The size and nature of the proposed development is not in keeping with the existing surrounding development where property is predominantly bungalows. The houses planned for this site appear to be considerably higher than the 6 metres height restriction recently applied to the adjoining site (west of Craig yr Eos Avenue) and will therefore affect the visual amenities of much of the surrounding area.

3. Loss of privacy and visual intrusion :

From the submitted site plan I believe the house on plot 10 of the proposed development will have a direct line of sight into my living room and main bedroom ; and the proposed buildings on plots 1-9 and 10 will completely block my view of the sea and coast , which whilst it may or may not be a right, is one of the prime reasons for purchasing property in this village.

4. Effects on amenities in local community:

This proposed development will potentially house around 100 people (approximately 10% increase over the existing village population) which will substantially increase the pressure on existing facilities within the village and in the wider community with regard to schooling and public transport. Facilities which will already be under great pressure from the large scale 150 house Barratt Homes development already agreed for the village.

As far as I can determine there is unlikely to be an influx of commercial businesses to increase these facilities or to provide jobs in the area therefore I cannot see any justification at this time for increasing the housing stock in the village above and beyond that already approved.

5. Changing character of existing environment:

Additionally this proposed development will remove one of the last remaining green areas within the village. By reason of the site's location, its unspoilt rural/coastal character and the relationship it has with the surrounding natural environment, I feel that the proposed development would represent an inappropriate and visually intrusive form of development on the boundary of the village, that may be harmful to the special environmental and landscape qualities of the Glamorgan Heritage Coast and the flora and fauna therein.

All of the above appear, in my humble opinion, to be in contravention of the criteria set forward for small developments under the Vale UDP Policy HOUS 8i,ii and vi.

Dear Sir

RE: Planning application number 2015/00016/FUL for land to South of Craig yr Eos Avenue, Ogmore by Sea

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From the submitted site plan I believe the house on plot 10 of the proposed development will have a direct line of sight into my living room and main bedroom ; and the proposed buildings on plots 1-9 and 10 will completely block my view of the sea and coast , which whilst it may or may not be a right, is one of the prime reasons for purchasing property in this village.

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As far as I can determine there is unlikely to be an influx of commercial businesses to increase these facilities or to provide jobs in the area therefore I cannot see any justification at this time for increasing the housing stock in the village above and beyond that already approved.

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All of the above appear , in my humble opinion, to be in contravention of the criteria set forward for small developments under the Vale UDP Policy HOUS 8i,ii and vi.

03.

②
④



DELETER
RECEIVED
ACTION BY: <i>RL/mc</i>
NO: <i>(14)</i>
ACK:

**1, Craig-yr-Eos Place,
Ogmore-by-Sea,
BRIDGEND
CF32 0PX**




28 Jan 2015

Dear Sirs,

Application 2015/00016/FUL

Further to my e-mail, I wish to expand on my objection to the above application. My property abuts immediately upon the area of the proposed development, and would be seriously affected by it.

- 1 Location and density of development. It would result in the disappearance of one of the few remaining open spaces within the settlement area of Ogmore-by-Sea, which has been heavily developed over recent years. The proposed 21 new dwellings would substantially increase the density of population. I calculate that there would be an additional 100 persons living on this restricted site, and probably an additional fifty cars.
- 2 Roads and traffic. The additional population and vehicles would increase the pressure on traffic on Craig-yr-Eos Road, especially on its junction at the top end where it issues by a very narrow one-way exit onto Main Road, which is already difficult to manoeuvre.
- 3 Pressure on existing services. As always with any development in the area, there must be concern about the possible overload on the, drainage, sewerage and waste water system. Can local residents be confident that there would be no harmful results arising from the development, as proposed?
- 4 General effects on the locality. The proposals would eliminate a large open space, and result in adjacent areas, such as Craig-yr-Eos Avenue and Craig-yr-Eos Place, being completely surrounded by development. The height of proposed houses is a particular concern. I understand that all buildings would be at least two to two and a half storeys, plus roof, and therefore approximately 8 metres high. This would far exceed the height of the present bungalows in Craig-yr-Eos Avenue and Craig-yr-Eos Close., which would be completely overshadowed.
- 5 I think a development of this size should be considered by the Planning Committee.


Mansel J. Lalis

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 31 January 2015 11:45
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00016/FUL
Attachments: Letter of Objection 2015 00016 FUL.docx

New comments have been received for application 2015/00016/FUL at site address: Land to the South of Craig Yr Eos Avenue, Ogmored by Sea

from Mr Stephen Luzio [REDACTED]

Address:
 The Gables, 44 Craig yr Eos Road, Ogmored by Sea, CF32 0PH

Comment type:
 Objection

Comments:
 Please see attached letter of objection

The following files have been uploaded:
 Letter of Objection 2015 00016 FUL.docx

Case Officer:
 Mr. Robert Lankshear

Area:
 South

D.E.E.R
RECEIVED
ACTION BY: IRRL
NO: 27
ACK:

RECEIVED

02 FEB 2015

ENVIRONMENTAL
 AM

The Gables,
44, Craig Yr Eos Road,
Ogmore by Sea.
Vale of Glamorgan.
CF32 0PH

Town and Country Planning Act, 1990

Application no. 2015/00016/FUL/RL

Location: Land to the south of Craig Yr Eos Avenue, Ogmore by Sea

Proposal: Residential development for 21 dwellings

We would like to object to the proposal on the basis that the size of the development and size of individual houses and garages is out of all proportion to the existing housing in the Craig yr Eos Road and Avenue area and would adversely affect the appearance and the openness of the area.

We would therefore like to draw the attention of the Planning Committee to the following issues:

- The size and impact of this development on the Heritage Coast and existing residents.
- The size of the proposed houses are out of character with the current housing stock in Craig Yr Eos Road and Craig Yr Eos Avenue.
- There are no community facilities in Ogmore by Sea, e.g. no pub and no community centre.
- Craig Yr Eos Road and Avenue not designed to take the increased level of traffic that would be created by the 21 dwellings of the proposal and the proposed 6 new dwellings on Craig Yr Eos Avenue.
 - a. The 2 combined housing developments (27 dwellings) will greatly increase the traffic using Craig Yr Eos Avenue and top part of Craig Yr Eos Road.
 - b. The narrow entrance to Craig Yr Eos Road where there is no footpath is the pinch point for vehicles and is already showing signs of damage.
 - c. The increase in traffic will be dangerous for school children on their way to catch the school bus, young families and dog walkers who all walk down Craig Yr Eos Road to gain access to the beach.
- Craig Yr Eos Road already experiences problems with parking and access for vehicles including bin lorries and delivery vans.
- The development will have an impact on the drainage and sewerage system.

With regards to the impact this housing development will have specifically on The Gables, 44 Craig Yr Eos Road, there will be:

- Devastating loss of views, privacy and tranquillity.
- Extremely close proximity and height of the garages of plots 18 and 19 to our house and front garden.
- Overbearing size and position of the houses and garages on plots 18 and 19.
- No consideration of the overall loss of views to The Gables placing garages alongside these proposed very large houses on plots 15 to 19.

- The development will make The Gables part of a housing estate which is not what the owners want or have ever wanted and will completely destroy the rural nature of this part of Craig Yr Eos Road and Avenue.
- No explanation is given regarding the Pumping Station and its close proximity to The Gables.
- No explanation is given regarding where the existing drainage/sewage from The Gables is being diverted to. Currently the drainage/sewage goes directly to where plot 18 is proposed.
- We note the developers have decided to keep a tree which is actually in our garden. There is no indication of what they intend to do with the boundary between the development and The Gables?

Finally what looks so neat on the 2D plans will in reality create a huge impact with large buildings that will adversely affect the beauty, the appearance and the important openness of Ogmore by Sea. We would therefore like to bring attention to a planning application in Ogmore by Sea (2014/01242/FUL) which was recently refused by the Planning Committee for the following reason:

“By reason of the scale, siting and design of the dwellings, and the undeveloped open character of the site, the proposed development would serve to wholly domesticate the land within this undeveloped coastal location, adversely affecting its appearance and fundamentally affecting its important openness. The proposal therefore represents an unjustified and unacceptable form of development in the countryside, to the detriment of the character of the Glamorgan Heritage Coast and the wider setting of the site. It is therefore contrary to Policies ENV1 - Development in the Countryside, ENV 5 – The Glamorgan Heritage Coast, ENV27 - Design of New Developments and HOUS 3 – Dwellings in the Countryside of the Vale of Glamorgan Adopted Unitary Development Plan 1996-2011, the advice within Planning Policy Wales (7th edition), Technical Advice Notes 6 and 12, and the Council’s Supplementary Planning Guidance on Amenity Standards”.

The proposed planning application of 21 houses on land to the south of Craig Yr Eos Avenue meets all of these criteria and so should be refused.

Prof SD Luzio & Dr RM Luzio

2015/00016/FUL

APPENDIX 'B'

Vale of Glamorgan



HOUSE OF COMMONS
LONDON SW1A 0AA

Mr M Petherick
Cabinet Officer
Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

18 March 2015

Ref: VoG

Dear Mark

Planning Application 2015/00016/FUL
Land to the South of Craig Yr Eos Avenue, Ogmore by Sea

I have been contacted by residents living in Ogmore by Sea who have expressed serious concern about the above proposed planning application.

Their main concern is the possible overdevelopment of residential properties in the village, with Ogmore by Sea currently associated with five major applications – if all are granted, it would result in an extra 139 residential units.

As you can no doubt appreciate, this will have an immense detrimental impact on the village, and Ogmore by Sea has very little infrastructure that could cope with such proposals. It has no school facilities, no medical facilities and a very limited bus service. Many of these proposed houses will be reliant solely on private transport.

Conscious that the above application is still under determination, I would ask that the Local Authority give serious consideration to these concerns.

Thank you for your consideration in this matter and I look forward to hearing from you as soon as possible.

Yours sincerely

ALUN CAIRNS MP
Vale of Glamorgan

29 High Street
Barry
CF62 7EB

Alun Cairns MP
www.aluncairns.co.uk
alun.cairns.mp@parliament.uk
☎ 0207 219 5232 ☎ 01446 403814

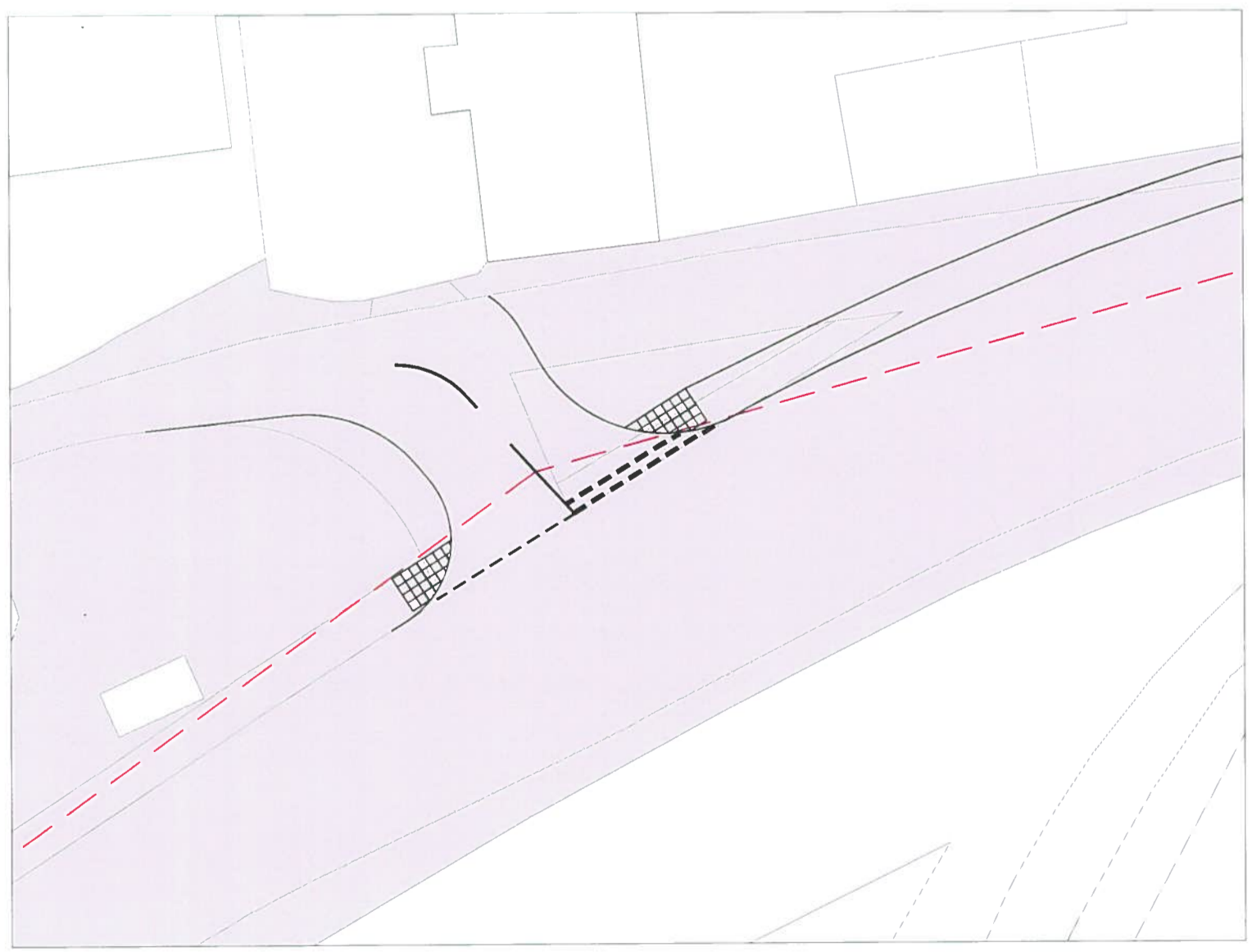
29 Y Stryd Fawr
Y Barri
CF62 7EB



2015/00016/Rev Appendix 'C'



1:500



1:250

Extent of Adopted Public Highway

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rev	date	description	by	status
				PRELIMINARY

Drawn:	MCC	Client:	Waterstone Homes
Checked:	CSM	Project:	Ogmore-By-Sea
Date:	July 2015	Title:	Off-Site Highway Works Craig-Yr-Eos Road/Main Road
Scale:	As Shown (A3)	Ref:	2082/SK550
		Rev:	A

spring
design
Unit 3 Chapel Barn, Merryway, New
Bridgend, CF32 0LS | 01555 656287
mail@spring-consultancy.co.uk

15/00341 FUL 'A'

Dear Sir/Madam,

Thank you for the notification regarding the amended plans.

We are writing to object to the amended proposed plan of the roof and extension.

Whereas we note the dormers have been removed, the pitch/ridge height of the proposed roof is at such a height that the "Velux" style windows in the proposed lounge area will still overlook ours, and many neighbouring properties. As previously mentioned in the original objection below, the main source of light and access for our property is on the side of the house that sits adjacent to The Bungalow (approx. 2 metres). The opposite side of our house has no access, windows, or doors and we are unable to install any due to the proximity of other neighbouring properties. If this proposal is approved, we would have our bedroom, bathroom, indoor and outdoor living space over looked and it will overshadow these spaces, restrict and diminish our light source and over-bear the property.

The amended plans show a height/pitch of the roof that measures over twice the height of the current structure. From the plans, the roof seems to encroach further towards our property where the "canopy over" section is. This is, we assume, to allow for the high pitch of the roof. The location and position of our house and small access path, would make the proposed structure over bearing, overshadowing and claustrophobic for our property and living space.

Previous plans approved by the Council to install a roof on the Bungalow stated a limit on the height and angle of the roof. We understand a small roof and loft area was proposed and approved and it was then requested that the angle was increased slightly at a later date. These new plans seem to exceed these measurements considerably and we are concerned about the scale of this development on the current structure and the proximity it is to our property and to other neighbouring properties. The scale of the proposed extension on what is currently an acceptable space in a small, conservation area/lane seems excessive and we feel will be detrimental to the existing privacy, living amenity and light source to ours and surrounding properties.

Regards,
Robert and Rosemary
The Cottage
Rectory Lane

PREVIOUS COMMUNICATION:

Dear Sir/Madam,

Application number: 2015/00341/FUL/YP

We write to object to the above planning application.

RECEIVED

22 JUN 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

15/00341 HVL A₂

Our property, The Cottage, is located 2 metres from The Bungalow. We believe The Cottage was once an old coach house originally built in the late 1800's and has been converted to a dwelling. The Cottage is on a small plot, with the only access being alongside the east side of The Bungalow. There is a very small outside space to the rear of The Cottage. The proximity of our access is very close to The Bungalow and we have little privacy. The scale of the proposed plans with dormer windows and conservation roof lights would mean our house and garden are over looked. We would lose privacy and the insertion of a 'first floor' would over-shadow our property considerably.

The main source of natural light to our property is to the south east- the side where the proposed pitch roof and first floor accommodation will sit. Our property has no windows at all to the opposite side of the house. We believe this was due to the proximity of the neighbouring house and the structure of the old coach house. Should a pitched roof of this scale be inserted on The Bungalow, it will block our predominant source of natural light. This will be over bearing, over shadowing and close in our property. It would also breach our "Right to Light". Not only would we have very little light source into our living spaces, during early spring and the winter months it seems likely that we would lose the sunlight almost completely.

The area that hosts the proposed plan is a conservation area. "A Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". The extent of this proposal will "build up" and over develop the area and could have an adverse effect on the character of the neighbourhood due to the style of the proposal and nature of the plans. Rectory lane is a small lane - it is narrow with no pavements and is currently fairly open and bright - it has very few dwellings due to it being mainly an access lane for garages. Our dwelling is a small Cottage which has great historical character which we have tried to preserve and enhance and the area hosts many historical houses. Building up a plan such as this into the open space could close up the area and change the landscape.

A further comment we have, is with regards to the access required to complete a construction of this scale and the disruption it would cause to pedestrians using the lane as a footway and residents accessing their garages in vehicles. Rectory Lane is a small lane - and although a council highway, it is very narrow when cars are parked and is difficult to access. Hosting building work would disrupt already limited parking and access. For example, delivering materials and collecting waste would be difficult and disruptive for all involved. We have needed some remedial work completed to our property and have been advised that a skip is not possible as the vehicle needed to drop off and collect would not be able to access the lane safely.

The description of the proposal judging by the plans is also very misleading. It is clear this is an extension upwards and the new pitched roof will house a new floor. There are major interior renovations resulting in new drainage and "setting back" one side of the house which I assume would involve demolition. The ridge height of the new proposal is not clear from the plans but visually, it is clear that it is a major project proposal. "Minor adaptations" is not an accurate description. From the visual plans the proposed height of the development is over twice as high as the current structure and this is of great concern as the proposed height would be very over bearing and over shadowing to our home and the majority of our windows.

15/00341/WL 'A'₃

It is also unclear from the plans as to what parking facilities there will be. The plans show the removal of the garage which opens up a concern about parking. We have no parking at our property and have to use what space on the lane- if available. With a small child, it can make accessing our home difficult. Further development in the lane will decrease parking considerably and increase traffic.

It is also noted that a proposal similar to this has been refused by the Council in the past. Whereas we fully appreciate The Bungalow may be in need of modification, these particular proposed plans with first floor accommodation and dormer windows would mean the new property would over look not just ours, but many neighbouring properties. This would be over bearing and overlook homes of many residents. The height of the current plan and the over shadowing of our home it will cause is of great concern and the development as a whole could be detrimental to the landscape/lane.

Mr Robert Brazier and Miss Rosemary Granger
The Cottage

15/00341 FUL 'A' 4

Gerard and Sharon Friel
Woodlands
2 Rectory Road
Penarth
CF64 3AN

Vale of Glamorgan Council
Planning Department
Civic Offices
Holton Road
Barry
CF63 4RU

12th June 2015

Dear Sirs,

Re: Amended Planning Application no. 2015/00341/FUL for The Bungalow, 7 Rectory Road Lane, Penarth

Please note that we **strongly object** to this planning application for the following reasons:

1. The proposed addition of a floor will mean that our property will be very much overlooked by the proposed up-stair windows. As such we would lose all the privacy that we currently enjoy. This will totally change the ambience / character and use of our external living environment to the side and rear of our property.
2. Given the close proximity of the property, approximately 8 meters from the rear wall of our property, the additional floor and scale of the proposed large dormer style roof would be very imposing on us, having the affect of closing us in and reducing the light to our property. This proposal will mean that the structure of this bungalow will more than double in height (please see attached drawing).
3. The additional floor would block views that we currently have in that direction.
4. We have just purchased and moved in to our property in January this year. It is our opinion that this proposal would greatly reduce the value of our property which would be extremely unfair and detrimental to us financially.

We would request that you refuse this application.



Gerard and Sharon Friel



HOUSE OF COMMONS
LONDON SW1A 0AA

Mr M Petherick
Cabinet Officer
Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

13 May 2015
Ref: VoG

Dear Mark

Planning Application: 2015/00360/FUL
Facility for the recycling of incinerator bottom ash (IBA) to produce aggregates (IBAA) and the recovery of metals

As you may remember, I have objected in the strongest terms possible to the proposed wood fired incinerator in Barry and I have similar concerns regarding this application and the effect that it will have on the future regeneration of Barry.

Likewise, I have similar concerns regarding the size and scale of this development, and the effect that it will have on congestion and residential amenity.

I believe that the Vale of Glamorgan Council needs to take into account the opinions of local residents and offer its strongest possible objections and reject this application.

Thank you for your consideration in this matter and I look forward to hearing from you as soon as possible.

ALUN CAIRNS MP
Vale of Glamorgan

29 High Street
Barry
CF62 7EB

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29 Y Stryd Fawr
Y Barry
CF62 7EB



2015/00360/P4L
Andrew RT Davies AM/AC

Leader of the Opposition
Arweinydd yr Wrthblaid
Welsh Conservative Member for
South Wales Central
Aelod y Ceidwadwyr Cymreig dros
Ganol De Cymru

Mr M Petherick
Cabinet Officer
Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

Please reply to:
Cardiff Bay, Cardiff, CF99 1NA
Bae Caerdydd, Caerdydd, CF99 1NA
Ffon/Tel: 029 20 898523
Ffacs/Fax: 029 20 898371
AndrewRT.Davies@wales.gov.uk

Ein cyf/Our Ref: **AD/VB**
Eich cyf/ Your Ref: **Planning**

11th June 2015

Dear Mr Petherick,

In recent months I have received a number of letters and calls from constituents who have expressed their concerns over the proposed wood fire incinerator in Barry and similar concerns regarding this application and the impact that it could have on future efforts to regenerate the Barry area, specifically the Waterfront.

For my part this application raises the question of what kind of waterfront we want to see in Barry? Is a development of this kind in keeping with wider plans to generate tourism in the area? I would argue that these plans are completely out of character.

Not only am I also concerned about the impact of the plans on the local residential area (due in no small part to the height of the development), it is clear that it could have a sizeable impact upon local businesses due to increased traffic flow – leading to heavy congestion in the locality.

I would strongly urge the Vale of Glamorgan council to take into consideration the views of local residents when debating these proposals and find against the application.

Kindest regards,

Andrew RT Davies

Andrew RT Davies AM
Leader of the Welsh Conservatives

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 04 May 2015 11:22
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00360/FUL

no

New comments have been received for application 2015/00360/FUL at site address: Wimborne Road, Barry

from Mrs Maria Spence [REDACTED]

Address:
107 Dock View Road, Barry, CF633QQ

Comments:

Major concern in terms of visual and health impact. Barry is currently working to improve the Waterfront , with the arrival of ASDA and current building of 2000 houses. The existing chemical plants are enough of a blot on the landscape already, without the further introduction of industrial sites, adjacent to the former docks. The potential air pollutants from the Incinerator Bottom Ash & aggregates is wholly unnecessary and could be harmful and hazardous to Barry residents. Dock View Road has prime views over the proposed site and further industrial sites will prove derogatory to future sale prices of the houses. Additional lorries utilising the Barry Link Road / Cardiff Road / David Davies Way will cause additional traffic disruption to an already busy location. We trust the Council to act positively on behalf of Barry residents. Please support the public of Barry and decline this planning application.

Case Officer:
Mr. Morgan P. Howell

RECEIVED

05 MAY 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: MPHILK
NO: 28
ACK:

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 29 April 2015 12:42
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00360/FUL

New comments have been received for application 2015/00360/FUL at site address: Wimborne Road, Barry

from Mr John. Hopkins. [REDACTED]

Address:
26 Jewel street, Barry, Vale of Glamorgan. ,CF63 3NQ

Comments:

Other type details: My Personal Objection for the Bottom Ash application in Wimbourne road..

Comment: I Totally Object to the Storage of the Bottom Ash that will be stock piled on this Site. There is (NO) cover for this Product, therefore it will be left outside in the Open air in Every type of weather, This Dock area is Always Windy & I have No doubt what so ever that this ASH will spread over the Housing in Barry. I am aware that the Original Application was near Buckfastleigh in Devon & After a Public Enquir'y it was turned down & thrown out. Living close by we have in the Past had the Dust from the PUMICE, the CLINKER,& the SCRAP that was in the same area. I am sure there must be a threat of Spontaneous combustion with this ASH especially if they are going to Attempt to Dampen it down. I also understand that this ASH will be turned over & over on a Daily basis, then stored until a buyer is found, I'm sure this will cause Breathing problems for the General Public being SO CLOSE

Case Officer:
Mr. Morgan P. Howell

RECEIVED

29 APR 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: MPH/IR
NO: 27
ACK:

2015/00360/PL
APPENDIX 'C'

Raymond Brown Minerals & Recycling Ltd

**Land at Wimborne Road, Barry Docks
Vale of Glamorgan CF63 3DH**

**Proposed Facility for the Recycling of Incinerator
Bottom Ash (IBA) to produce Aggregates (IBAA)
and the Recovery of Metals**

Consideration of Alternative Sites

Prepared by Stephen Bowley Planning Consultancy

June 2015

1

**RAYMOND BROWN MINERALS & RECYCLING LTD
SITE AT WIMBORNE ROAD, BARRY DOCKS, VALE OF GLAMORGAN
CF63 3DH**

**PROPOSED FACILITY FOR THE RECYCLING OF INCINERATOR
BOTTOM ASH (IBA) TO PRODUCE AGGREGATES (IBAA) AND THE
RECOVERY OF METALS**

CONSIDERATION OF ALTERNATIVE SITES

Introduction

1. A planning application for a plant to recycle Incinerator Bottom Ash (IBA) at a site in Barry Docks was submitted to the Vale of Glamorgan Council on 27 March 2015 (Ref 2015/00360). The plant will process IBA produced at the Cardiff Energy Recovery Facility (ERF) located at Trident Park, Cardiff. The application was accompanied by an Environmental Statement that included a consideration of alternative site locations (Section 9 of the Environmental Statement).
2. Due to the nature of the development and the need to be in reasonable proximity to the Cardiff ERF plant the initial site search was limited to the Cardiff and Barry Dock estates. Discussions were held with the landowners, Associated British Ports, who had a suitable site available for the development in both dock areas. These two sites were therefore shortlisted by the company for detailed evaluation. Pre-Application consultation was carried out with the planning authorities for both sites – Cardiff City Council re the Cardiff site, and Vale of Glamorgan Council re the Barry site.
3. The Cardiff Docks site was not taken forward principally due to its close proximity to the Severn Estuary Special Protection Area (SPA). The Barry Docks site was not affected by such considerations and was therefore progressed. The Barry proposal was in accordance with planning policy and also had the benefit of existing site infrastructure that could be utilised.
4. In response to consultation on the proposals the Vale of Glamorgan Council has requested that consideration should also be given to alternative locations in other ownerships (e.g. other industrial and employment sites) which could be located closer to the source of waste. A comprehensive search should therefore be undertaken showing that the proximity principle has been properly considered. They have also requested that the significance of the SPA designation should be explained.
5. This report has therefore been prepared as a supplement to the Environmental Statement to address the points raised by the planning authority. It has been agreed with the Council that the report should include the following:

- Site requirements
- Company experience of site selection elsewhere
- The reasons for selecting the site at Barry Dock
- Consideration of potential alternative sites.

It was agreed that the consideration of potential alternative sites should be limited to major areas of existing and allocated industrial land in the Cardiff area. However for completeness strategic sites in the Vale of Glamorgan have also been included.

6. Accordingly this supplementary report contains the following sections:

Company Experience
 Methodology
 Site Assessment
 Internationally Designated Ecological Sites
 Conclusions

The report contains three appendices:

Appendix 1 Consideration of Alternative Sites
 Appendix 2 Alternative Sites – Aerial Plans
 Appendix 3 International Ecological Sites

Company Experience

7. The applicant, Raymond Brown Minerals and Recycling Ltd, operate two IBA recycling facilities in England in Hampshire and Oxfordshire

Hampshire

The Hampshire site recycles IBA from the three Hampshire Energy from Waste (EfW) plants at or near to Southampton, Portsmouth and Basingstoke.

It is in a rural location to the east of Andover close to the A303. The site was opened in 2015 and replaces a previous temporary facility at a landfill site near Ringwood (which was operational for 7 years).

The identification of the ‘A303’ site followed an extensive search of potential sites, prioritising existing industrial land in Hampshire. However no suitable urban sites were identified due to a combination of planning constraints (local amenity and ecology), highways considerations and high land values.

The A303 site in a rural location was accepted by Hampshire County Council because it was well located in relation to the three EfW plants, had an excellent access, was remote from housing, and was related to an

existing waste facility (a waste transfer station and aggregates recycling facility)

Oxfordshire

The Oxfordshire IBA recycling facility is integral to the recently constructed Energy Recovery Facility (ERF) at Ardley, close to the M40 west of Bicester. Even so a satellite storage area for processed IBA is required due to space limitations at the Ardley plant

The Cardiff ERF plant does not have the benefit of an integral IBA recycling plant and a remote site is therefore required. This was recognised when the plant was granted planning permission by Cardiff City Council.

8. In the company's experience, the key factors in identifying a suitable site for processing IBA are the lack of proximity to housing (or other sensitive development) ecological constraints and good access. Planning policy points developers towards existing industrial land. However in addition to the previous constraints, any such land needs to be available and affordable. In practice such land is rare, as was the case in Hampshire. The company considers it is fortunate to have found a suitable site in Barry Docks that meets all the criteria.

Methodology

Area of Search

9. The IBA is produced at the Cardiff ERF located in Trident Park, Cardiff. The planning authority has requested that consideration be given to possible closer locations. The proposed site at Wimborne Road, Barry is located 10km from the Cardiff ERF plant. Therefore the area of search has been focussed on the area within 10km from the Cardiff plant, although strategic sites outside of this limit have also been reviewed.
10. The priority is for any site to be located on existing employment site, or within a future development area that includes employment use. Other land, such as designated countryside, would only be considered if no industrial sites were available. The site search has therefore been limited to existing employment sites and strategic land allocations within the administrative areas of Cardiff City Council and the Vale of Glamorgan Council.
11. There are no strategic sites within the Vale of Glamorgan closer to the Cardiff ERF plant than the proposed site in Barry Docks. However a review of strategic sites and employment sites within the Vale area has been carried out.

Site Requirements

12. The site location requirements are listed in Section 9 of the Environmental Statement:
- Proximity to the Cardiff ERF Plant which is the source of the Incinerator Bottom Ash.
 - To be within the area of the five authorities participating in the Cardiff ERF scheme, including the Vale of Glamorgan.
 - Good transport link between the two sites. The ERF plant has only road access, so in practice the requirement is for a good road link.
 - A site which is immediately available.
 - A site where there would be compliance with local planning policy – e.g. existing or allocated Industrial land
 - Proximity to any protected ecological areas
 - A site area of 2 – 3 Ha
 - A site separated from residential development of other sensitive developments such as schools and other community facilities
 - Reasonable site development costs.

The IBA Recycling facility will also require an Environmental Permit from National Resources Wales (NRW) and an application has been submitted. The locational requirements for obtaining an Environmental Permit therefore also need to be considered at the planning application stage, in particular the stand-off distances to protected ecological areas.

Cardiff - Existing Employment Land and Development Sites

13. The most up to date planning policy document for the Cardiff administrative area is the Deposit Draft Local Development Plan (LDP) published in October 2013. The Plan has since been subject to Public Examination (early 2015) but the examination process has not been completed. For the purposes of considering alternative sites the Draft Plan provides an up to date baseline.
14. The Draft Plan identifies Strategic Development Sites and Primary Existing Employment Land on the Proposals Map. Further description of these sites is given in the text of the Plan at Section 4 (Table 2 Summary of Strategic Sites) and Section 5 (Policy EC1 Existing Employment Land). Policy EC1 categorises the Employment Sites as Primary or Local. The Primary sites have been considered since it is unlikely the Local sites would be suitable. Policy EC1 also categorises the existing use as B1, B2, or B8. The proposed recycling use is usually regarded as Sui-Generis (i.e. not in any Use Class), but for the purposes of planning policy is regarded as a B2 use (General Industrial).
15. Vale of Glamorgan – Strategic Sites

A similar exercise has been undertaken for the Vale of Glamorgan area. The most up to date planning policy document is the Deposit Draft Local

Development Plan 2013. This identifies Strategic Development Sites (Policy SP2) and Strategic Employment Sites (SP5 and MG9). There are no strategic sites closer to the Cardiff ERF site than the proposed site – e.g. in the Penarth/Dinas Powis area, but all six strategic sites have been evaluated. The Draft Plan also identifies Local Employment Sites (Policy MG9) and these have also been considered.

Site Assessment

16. These sites identified in the emerging Local Plans have been subject to a desk assessment, including an assessment based on aerial views (Googlemaps). This is included as an Appendix.

Cardiff

(i) Strategic Development Sites

17. The Draft Plan identifies eight Strategic development sites. Two brownfield sites and six greenfield sites. Neither of the brownfield sites are suitable since they are to be allocated for city centre uses (Central Enterprise Zone) and housing (Former Ferry Road Gas Works).

(ii) Primary Employment Sites

18. Ten primary employment sites are identified in the Draft Plan:
- Half of these sites are identified as business or office parks and would not be suitable (Sites EC1.4, 5, 6, 7 & 9).
 - Two sites are unsuitable due to their ecological sensitivity in close proximity to the Severn Estuary Special Protection Area (Sites EC1.2 and 3). Site EC1.4 is also affected, but unsuitable in any case due to its proposed business use. Further explanation of impact of International ecological designations is given below.
 - One site is within a River Corridor and not suitable due to water management and ecological sensitivity (EC1.8)
 - Two sites are close to the City Centre and likely to be unsuitable due to existing land uses, availability and also high land values (EC1.1 and 1.7)

Vale of Glamorgan

(i) Strategic Development Sites

19. The Draft Plan identifies three Strategic development sites. Two sites are considerably further from the Cardiff ERF site and are therefore unsuitable by reason of distance, but additionally as their focus is on business parks and high technology types of development. The regeneration site of the

Barry Waterfront is for housing, business and related hotel and restaurant uses.

(ii) Strategic Primary Employment Sites

20. Three strategic employment sites are identified in the Draft Plan at St Athan, Cardiff Airport and next to the M4 (J34 Hensol). These sites are all much further from the Cardiff EFW Plant.

(iii) Local Employment Sites.

21. The Local Employment Sites listed in Policy MG9 are not covered by the assessment in Appendix 1, but have been considered.

Sites MG9 4 – 8 are within Barry/Sully. A number of these sites are too small and/or close to housing (Sites 4 (part) 6 & 8). Of the larger sites:

MG9.4 Atlantic Trading Estate	Within Docks Estate and not available.
MG9.5 Ffordd y Mileniwm	Adjacent to proposed site, but closer to built up area of Barry.
MG9.7 Hayes Road, Sully	Adjacent to Ty Hafa Childrens Paediatric Palliative Care centre and also close to Beechwood College for special needs.

Sites MG9 9-11 (Llandow and Hensol) are beyond the main area of search.

22. It is recognised that Barry Docks is not within one of these areas in the Vale of Glamorgan Draft Local Plan, but is within an existing employment site. No other land was available within the Barry Docks estate.

Internationally Designated Ecological Sites

23. Areas of employment land close to the seafront have been rejected due to the presence of the Severn Estuary SPA. This matter was considered carefully at the time of site selection since one of the shortlisted site lies within Existing Employment Site EC1.2 (Cardiff Port) which contains other industrial and commercial development. The reasons given in the Alternative Sites section of the Environmental Statement for preferring the Barry site included the following:

It is significantly more remote from ecological designations. The Cardiff site is very close to the Severn Estuary Special Protection Area (SPA) Ramsar Site. The consequences are the requirement for detailed ecological appraisal with attendant delays, and the possibility of ecological objections.

24. The Council has requested further explanation of the significance of the ecological constraint posed by International Designations and in particular the Severn Estuary SPA.

25. Further advice has been sought from the project ecologists (Ward Associates) and is included in Appendix 3 including a plan showing the extent of the Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Sites. It is very significant that these designations are adjacent to the Cardiff and Penarth shorelines, but do not extend westwards beyond Lavernock Point and therefore do not affect Barry.
26. The presence of the Severn Estuary SPA and other International Designations clearly carries significant weight and the advice of the project ecologist was taken, to site the development as far from the SPA as possible. The shortlisted site within the Cardiff Docks Employment Area (Ref EC1.2) was therefore not taken forward. No other sites within Cardiff Docks were available, but would in any case also have been affected by the presence of the SPA.

Conclusions

27. The company has significant experience of operating sites for recycling Incinerator Bottom Ash and is therefore fully aware of the issues that must be taken into account in searching for suitable sites. The initial shortlisting of the two sites within Cardiff Docks and Barry Docks was therefore based on professional experience of where suitable sites were likely to be found. Suitable sites are difficult to find within existing industrial areas and the company were very pleased to be able to shortlist two available sites in Cardiff and Barry Docks. If a suitable industrial site had not been found the search would have been extended into the rural areas.
28. Desk Assessments of Strategic Sites and Primary Employment Land identified in the Draft Local Plans for both Cardiff and the Vale of Glamorgan have been carried out since it is within such areas that an alternative site is most likely to be found. However none of these sites are considered suitable for a variety of reasons. Local employment sites within the Barry/Sully area have also been reviewed.
29. Detailed consideration was given to an alternative site within Cardiff Docks, but this was not taken forward principally due to the proximity of the Severn Estuary Special Protection Area (SPA).
30. The proposed site at Barry Docks is a good site that complies with planning policy, which is well separated from residential development and has a good access. It is unaffected by the Severn Estuary SPA. The site also benefits from the use of existing site infrastructure in terms of office accommodation, concrete surface, power and water supplies.

Penderfyniad ar yr Apêl

Appeal Decision

Ymweliad â safle a wnaed ar 28/04/15

Site visit made on 28/04/15

gan **Melissa Hall BA (Hons), BTP, Msc, MRTPI**

by **Melissa Hall BA (Hons), BTP, Msc, MRTPI**

Arolygydd a benodir gan Weinidogion Cymru

an Inspector appointed by the Welsh Ministers

Dyddiad: 30/06/2015

Date: 30/06/2015

Appeal Ref: APP/Z6950/A/15/3005123

Site address: Spinney Lodge, Beach Road, Swanbridge, Penarth CF64 5UG

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
- The appeal is made by Mr & Mrs Clode against the decision of The Vale of Glamorgan Council.
- The application Ref 2014/01060/OUT, dated 4 September 2014, was refused by notice dated 9 December 2014.
- The development proposed is the construction of a dormer style detached dwelling with integral carport and garden areas.

Decision

1. The appeal is dismissed.

Procedural Matters

2. The application is in outline form with approval being sought at this stage for access, layout and scale. I have therefore had regard to the corresponding details shown on Drawing Ref 39114:02 in coming to my decision.

Main Issues

3. These are:
 - The effect of the proposal on the character and appearance of the surrounding area.
 - Whether future occupants of the development would be provided with adequate opportunity to travel by means other than the private car, so contributing to sustainable patterns of development.
 - The effect of the proposed development on the living conditions of neighbours and on trees.

Reasons

Character and appearance

4. The appeal site is located within the grounds of an existing dwelling known as Spinney Lodge. It is bounded by a caravan park to its western and southern boundaries and to the east by existing residential development. It is bounded to the north by the access lane leading from Beach Road, with open countryside beyond.
5. The Council has confirmed that the site lies outside settlement boundaries, as defined by the adopted Vale of Glamorgan Unitary Development Plan (UDP). For planning purposes, therefore, it considers the site to be in the open countryside where UDP Policies ENV 1 and HOUS 3 would apply. These policies are designed to protect the character of the open countryside and restrict new housing development to that for agriculture or forestry purposes.
6. It is no part of the appellants' case that the development is one such exception. Thus, it must follow that for the purposes of the UDP, the proposal would not be consistent with these countryside protection and rural settlement policies or with the thrust of Technical Advice Note 6 '*Planning for Sustainable Rural Communities*' in this respect.
7. Nevertheless, my attention has been drawn to Planning Policy Wales (PPW), which allows for sensitive infilling of small gaps within small groups of houses or minor extensions to groups where inter alia the character of an area is not adversely affected.
8. At my site visit, I observed that the site is physically separated from the open countryside by the access road and it is read predominantly in the context of the existing sporadic residential development and the caravan park. It therefore relates more closely to the surrounding built form rather than the open countryside beyond.
9. The proposal would reflect the overall loose and informal pattern of development and would appear as a typical part of the immediate setting. From both close and distant views, the dwelling would be seen in the context of the small group of buildings set within a wider countryside location. It would not extend the built form into an area which currently has an open and unspoiled rural character. Thus, I do not find that it would have a harmful effect on the character and appearance of the surrounding area.
10. In these particular circumstances, therefore, I find that there are material considerations which weigh in favour of the development in respect of this matter. Furthermore, and for the reasons I have given, the proposal would not be at odds with the thrust of UDP Policies ENV 10, ENV 11, ENV 27 or Strategic Policy 1, to conserve the countryside and have full regard to the context of the local, natural and built environment. Neither would it conflict with national planning policy advice in PPW or Technical Advice Note 12 '*Design*' in this regard.
11. The Council has also stated that the site lies within the UDP designated East Vale Coast, albeit I have not been provided with a plan showing the site's position in relation to this designation. To this end, it alleges conflict with Policy ENV 6 insofar as insufficient justification has been provided for an additional dwelling in this coastal location. From my reading of this policy and the amplification, its purpose is to limit development to that for which a coastal location is necessary and to protect the natural character and landscape of the undeveloped coastline.

12. For the reasons I have given, the site does not identify closely with the undeveloped coastline, rather it is set further inland surrounded predominantly by existing built form. Consequently, I do not find that the proposal would conflict with the fundamental aims of Policy ENV 6 to protect the east vale coast from unacceptable environmental effects by way of visual intrusion or impact on areas of landscape importance.
13. Whilst the Council has provided me with a copy of its '*Green Wedge*' and '*Coastal Study*' Background Papers to the Local Development Plan, it has not drawn my attention to any particular parts of the documents with which it alleges conflict nor explained their relevance. Nevertheless, they do not form part of the Development Plan and do not add anything more to the policies and guidance already considered relevant to matters at issue in this appeal.

Sustainability of location

14. Turning to the sustainability of the location, the appellant states that the site is within walking distance of Sully, where there is access to a grocery store, public house, chemist, post office, doctors surgery, primary school and community centre. I also understand that there is a regular bus service some 400 metres away at the end of Beach Road, providing links to the nearby large town centres of Barry and Penarth and to Cardiff.
15. Whilst I do not dispute the proximity to local facilities and services, I observed that Beach Road and the lane over which access would need to be negotiated by foot or bike, has no footways and is only partially lit. Together with its significant length and limited visibility of oncoming traffic, I consider that it would not represent a particularly attractive or safe route for pedestrians or cyclists. In my view, it would discourage future occupants of the development from walking or cycling to the nearest facilities and services. Such an arrangement would not adequately cater for the day-to-day needs of the future occupants of this development without significant reliance on the car as a means of travel.
16. In this context, it would conflict with the aims of UDP Strategic Policies 2 and 8, and Policy ENV 27 to encourage sustainable practices, minimise traffic levels and favour development in locations which are accessible by means of travel other than the private car. It would also be at odds with the Council's '*Sustainable Development*' Supplementary Planning Guidance and PPW in this regard.

Living conditions

17. The plan detailing the layout of the development, for which approval is being sought at outline stage, shows that the dwelling would for the most part be sited forward of the existing dwelling known as Spinney Lodge. Although the Council originally referred to a dwelling with a height of 9 metres, it acknowledges this as an error and confirms the height shown on the submitted drawing as 7.5 metres.
18. I observed that there is a change in ground level between the appeal site and the existing dwelling, and the site also slopes upwards towards the access road. The effect of this change is that the development would be elevated above that of the existing dwelling. Its siting forward of Spinney Lodge, on the part of the site where the change in levels is more prevalent, would do little to minimise this impact.
19. Notwithstanding that matters of detailed design are reserved for subsequent consideration, I am concerned that the height and massing of the dwelling together

with its siting forward of the existing dwelling, would have an overbearing effect on the occupants of Spinney Lodge. Although the windows in the side elevation of the existing dwelling serve as secondary windows to habitable rooms, the close proximity of the proposed dwelling combined with the change in ground levels would exacerbate its oppressive effect when viewed from these windows and from the approach to the existing dwelling. It would therefore represent an unsatisfactory form of development that would have a harmful impact on the living conditions of the occupants of Spinney Lodge.

20. In light of the above, the proposal would conflict with UDP Policies ENV 27 and HOUS 8, and the 'Amenity Standards' Supplementary Planning Guidance, which require new development to have no unacceptable effect on the amenity and character of existing or neighbouring environments.
21. Whilst I note that the appellants currently reside at Spinney Lodge, I must have regard to future as well as existing occupants. This matter does not therefore justify what is otherwise an unacceptable form of development.

Trees

22. The Council states that the appeal site is covered by a Tree Preservation Order (TPO) covering a group of birch, holly and spruce as well as four individual trees consisting of 3no Sycamore and 1no Austrian Pine. However, I note that the Council's Tree Preservation Officer refers to three individual trees within the appeal site, these being 2no Sycamore and 1no Austrian Pine.
23. I have been provided with a copy of Orders dated 1 August 1952 and 1 May 1999. In terms of the 1952 Order, there is development on much of the area of land that formed part of the group specified in the Order, such that few trees remain.
24. The appellant has confirmed that, of the individually specified trees in the 1999 Order, only 1no Sycamore remains within the site, which is situated on the western site boundary. Although I note the appellants' reference in their correspondence with the Council to Drawing ref 39114:02A showing the position and spread of the canopy, this drawing is not before me.
25. Notwithstanding this, and on the basis of the submitted evidence, it would appear that the development would be sited in close proximity to the Sycamore covered by the TPO. The Sycamore is not identified on the submitted layout plan and, in any event, I have not been provided with details of the precise location, canopy and root spread of the tree, or any protection method during the course of construction. Consequently, I cannot be certain that the dwelling would be sited clear of the tree. Neither is there certainly that it, or part of its private garden area, would not be under the direct spread of the tree. In turn, this may cause long term inconvenience or problems which are likely to lead to considerable pressure to thin or remove the tree in future.
26. Whilst I accept that it may be possible to address this matter with further information, on the basis of the evidence before me, I do not have sufficient assurances that the development would not result in unacceptable damage to a tree of amenity value protected by a TPO. The loss of the tree would have an unacceptable impact on the distinctive character of the appeal site and the surrounding area, contrary to UDP Policies ENV 11 and ENV 27, PPW and Technical Advice Note 10 'Tree Preservation Orders'.

Other Matters

27. My attention has been drawn to a number of other examples of proposed development in the surrounding area, which have either been granted planning permission, refused and dismissed on appeal or allowed on appeal. Whilst there may be some similarities between that proposed and the cases cited, each proposal must be determined on its own merits.

Conclusion

28. Although I have found no harm to the character and appearance of the area, the proposal would represent development in an unsustainable location, compromise the living conditions of existing residents and have a harmful effect on a tree to the extent that these are overriding reasons why permission should not be granted. Having regard to all matters raised, I thus conclude that the appeal should be dismissed.

Melissa Hall

INSPECTOR

Payne, Adrienne J

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 14 July 2015 16:29
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00700/FUL

New comments have been received for application 2015/00700/FUL at site address: 23, Glebe Street, Penarth
from Mr Nicholas Janes [REDACTED]

Address:
[REDACTED]

Comments:

I do not wish this application to be approved as it will remove a potential business from opening in this small but thriving business community in this particular part of Glebe street. The Public will be denied choice if there are no affordable shops available to rent outside of the town centre. I am a business owner just opposite and also live above my business. I believe that it should stay as a shop and not converted to the more profitable residential development as once its is gone its gone for good.

The following files have been uploaded:
Objection 23 Glebe Street
.doc

Case Officer:
Mrs. J. M. Crofts

RECEIVED

15 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: JMC
NO: 7
ACK:

Payne, Adrienne J

APPENDIX A.
2015/00700/FUL

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 16 July 2015 11:13
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00700/FUL

New comments have been received for application 2015/00700/FUL at site address: 23, Glebe Street, Penarth

from Miss Jo Powell [REDACTED]

Address:
[REDACTED]

Comments:

Other type details: penarth resident and buisness owner.

Comment: I think this proposal is crazy!

The traders in upper Glebe Street are all going beyond their means to help include that section of the town as 'the town center'

It is hard enough for them to get people to walk up that far to visit the many wonderful shops that are already on offer, turning this prime retail unit in to residential is only going to hinder that.

Penarth - included in Cardiff South has been in the press recently highly praising the amount of individual retailers and how much it has boosted the local economy - if consent is given more would be taken away from this! Penarth overall doesn't have a huge percentage of empty retail units... showing there is huge demand for them within the town - the residents, the buisness owners, the visitors need more shops not more residential dwellings on such prime land!

Case Officer:

Mrs. J. M. Crofts

RECEIVED

16 JUL 2015

ENVIRONMENTAL
AND ECONOMIC
REGENERATION

D.E.E.R
RECEIVED
ACTION BY: JMC
NO: 21
ACK:

APPENDIX A

Rees, Vivien

From: Planning&Transport@valeofglamorgan.gov.uk
Sent: 14 May 2015 17:54
To: Planning & Transportation (Customer Care)
Subject: New comments for application 2015/00441/RG3

New comments have been received for application 2015/00441/RG3 at site address: Llanilltud Fawr/Llantwit Major Primary and Infant Schools, Ham Lane East, Llantwit Major

from Mrs Coralie Morgan [REDACTED]

Address:
[REDACTED]

Comments:

- 1 All site lights should be turned off when building is unoccupied. Lights for All- Weather pitch must point downwards to minimise light dispersal beyond the pitch.
- 2 Access road Ham Lane East. Increased traffic flow particularly with bendy buses make road narrowing and traffic humps unsuitable safety measures. Why not remove these and have one road cushion at the top and bottom of Ham Lane East? The cushion to be paved indicating shared area. Introduce enforced 15mph speed limit around school admission & leaving times.
- 3 Buildings require regular maintenance. What will be policy re maintenance of building and clearance of litter around grounds? The existing Comprehensive school main building has had a rainwater downpipe broken off from the time the building was approx 12months old. This repair has still not been carried out! The litter on the playing field boundaries is a disgusting sight! Is the caretaker's house and grounds to be improved renovated as part of the refurbishment?

Case Officer:
Mr. I. Robinson