

**ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT**  
**FOR THE PLANNING COMMITTEE**  
**TO BE HELD ON 8 SEPTEMBER, 2016**

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<b>Page</b>	<b>Application</b>	<b>Location</b>	<b>Item No.</b>	<b>Description</b>
56	2015/01129/FUL	Land at The Rectory, Wenvoe	1.	From Redrow – submission of Construction Management Plan.
			2.	From Redrow – Additional details regarding trees and proposed amendment to Condition 10.
91	2016/00219/FUL	United Reformed Church, Windsor Road, Barry	3.	Comments from Councillor Andrew R. T. Davies forwarding concerns of local residents.
			4.	Objection from Councillor Rhona Probert.
			5.	Objection from Councillor Richard Bertin.
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## LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 8 September 2016

<b>Application No.:</b> 2015/01129/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> Land at The Rectory, Wenvoe	
<b>Proposal:</b> Development of 12 dwellings and associated infrastructure	

**From:** Redrow

### **Summary of Comments:**

A Construction Management Plan has been submitted, setting out how the impacts of the construction phase can be mitigated. This includes a plan of the site (ref: 3581/1001) which shows haul road locations, silt barriers and building sequence etc.

### **Officer Response:**

Considering the late time of submission there has not been an opportunity to fully consider the submitted information, including obtaining a response from relevant consultees. As such, the conditions as recommended remain the same.

## LATE ITEMS FOR COMMITTEE

COMMITTEE DATE: 8 September 2016

<b>Application No.:</b> 2015/01129/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> Land at The Rectory, Wenvoe	
<b>Proposal:</b> Development of 12 dwellings and associated infrastructure	

**From: Redrow Homes (Applicant)**

### Summary of Comments:

Submission of a revised Tree Survey, Categorisation and Constraints Report (1 September 2016), Tree Protection plan and Arboricultural Method Statement Report (May 2015 – Amended September 2016), all produced by Steve Ambler and Sons Tree Specialists Ltd, to reflect the revised layout.

### Officer Response:

On the basis that the revised Arboricultural Method Statement Report has been received the recommended Condition 10 should be updated to refer to the new documents. Furthermore, there is no requirement to submit further Tree Protection Plan as this has now been received. Condition 10 should therefore be revised to the following:

*10. The scheme providing for the fencing and protection of the trees and hedgerows on the site shall be in accordance with Tree Protection Plan SAAC 16.007 (received 6 September 2016) and tree protection methods shall also be based on the submitted Arboricultural Method Statement (Steve Ambler and Sons Tree Specialists Ltd May 2015 – Amended 5 September 2016), also received 6 September 2016. No development shall be commenced on site until the approved protection scheme has been implemented and the scheme and methods of tree protection shall be so retained on site for the duration of development works as approved.*

### *Reason:*

*In order to avoid damage to trees on or adjoining the site which are of amenity value to the area and to ensure compliance with Policies ENV11 and ENV27 of the Unitary Development Plan.*

**Andrew RT Davies AM/AC**  
Leader of the Welsh Conservatives  
*Arweinydd yr Wrthblaid*  
Welsh Conservative Member for  
South Wales Central  
*Aelod y Ceidwadwyr Cymreig a'r JS Ganol De Cymru*



Cynulliad National  
Cenedlaethol Assembly for  
Cymru Wales

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



ENTERED 05 SEP 2016  
1088  
LBILE

30<sup>th</sup> August 2016

Dear Mark

**Planning Application: 2016/00219/FUL**  
**Development of the former United Reform Church, Windsor Road, Barry**

Further to my letter of 20<sup>th</sup> May 2016 on behalf of local residents, I have now received further representations relating to this development.

The WRAP Around Residents' Action Group have sent me a copy of a further objection paper, concerning the developers' revised plans. They have particular concerns relating to parking, where they fear new double yellow lines will actually exacerbate the problem since all vehicles using the site will now have to park in front of existing residents' homes.

Their concerns in relation to insufficient privacy, road safety and general overdevelopment also remain, and I therefore urge you to give the residents a full and proper opportunity to make these representations to you and ensure their concerns are given the necessary consideration.

Thank you for your consideration of the matter, and I look forward to hearing from you.

With kind regards,



**Andrew RT Davies AM**  
Assembly Member for South Wales Central  
Leader of the Welsh Conservatives



**Objection to the planning application for the former United Reformed Church (URC), Windsor Road, Barry. 2016/00219/FUL**

I have written this response to the application with reference to the County Surveyors Society (CSS) Wales Parking Standards 2008, and the Vale of Glamorgan Local Development Plan 2011 to 2026 Parking Standards

I accept the principle of allowing housing and some office space at this site, but I disagree with the absence of any parking provision, and this is also the main concern for Illtyd ward residents.

One reason given for allowing the development is that it would maintain an important building, but this is not an overwhelming consideration as there should always be a balance of factors, and it is important not to disadvantage local residents.

It seems that parking policy is in disarray, because while there are no minimum requirements for parking, only maximum levels, there are still guidelines recommending appropriate levels of parking.

The result is confusion, but does this mean we just accept that the amount of parking each applicant offers is sufficient? The examples I provide later indicate that we as a council don't accept just what applicants offer, but impose parking requirements.

The change to the policy came from Welsh Government and it is not the fault of this council that the policy is unclear. However, we need to try to maintain consistency in our decisions for the benefit of the planning committee, residents and developers.

I have researched applications for similar residential developments in recent years to see what levels of parking were required by the Planning Committee or Inspectors. There is some degree of consistency, allowing that each situation is different:

1. The closest similar development is across the road opposite **URC in Porthkerry Methodist Church** for 11 residential units provided with 11 parking spaces. The Highways Department comments in their report to Planning are very relevant: "It is acknowledged that the provision of eleven spaces within the confines of the site would represent a shortfall in the level of parking when assessed against the requirements of the CSS Parking guidelines for a residential development of the form proposed....."  
 "... it is considered that the level of parking provision proposed is appropriate in this instance"  
 "Whilst therefore noting the conversion would result in a demand for parking at the site ... it is not considered that any such increase would be so substantial to represent a reason to refuse planning consent".

The conclusion is that

- a. parking is required for a residential development in a former church close to **URC**;

- b. the appropriate level is 1 space per unit; and
- c. a “substantial increase in demand for parking” could be a reason to refuse planning consent.

2. Also opposite **URC** is **Mt Sorrel Hotel** site; the Planning Committee approved in outline a residential development of 34 units with 32 parking spaces. There was concern about the usability of some parking spaces, and 22 were considered to be sufficient but with scope to increase that number with a full application.

The Highways Department report said:

“As such it is considered that this further demonstrates that the level of parking provision shown on the indicative plans, and what could be achieved on the site through any reserved matters submission, is appropriate for this location”.

Conclusion: parking is required for developments in the location of Porthkerry Rd/Windsor Rd.

3. At the other end of Windsor Rd. is the **Barry Hotel** development, approved at appeal by a Planning Inspector, for 29 apartments with 17 parking spaces

The Planning Inspector wrote:

“ I consider that the allocation of 17 car parking spaces would be adequate, bearing in mind its location and good access to the public transport network.” and also taking into account that “the proposed conversion into retirement homes would not justify full car parking provision.”

Conclusion: the Planning Inspector sees there is a requirement for parking with developments in this location – even though it has good access to public transport.

4. Further afield in Barry but also in a ‘sustainable location’ is the **Barry Conservative Club** development for 21 apartments with 15 parking spaces.

The Highways Department report said:

“In terms of parking, the Highways Engineer has requested one space per flat, however, the proposal indicates a shortfall of six spaces”

The Planning Dept. deemed this shortfall was acceptable because of its sustainable location, with 40% affordable accommodation, and because of previous use parking considerations.

Conclusions:

- a. The Highways Engineer requested one parking space per flat as desirable even though it’s a sustainable location, its previous use had parking demand, and a lower level of car ownership was expected for affordable housing tenants.
- b. Failure to provide adequate parking (not necessarily 1 to 1) can warrant refusal.

I ask that the Planning Committee compare these developments with what is proposed for the **URC** development – it is for 22 residential units, none of which are “affordable”, and office space for up to 80 workers (not including potential workers in live/work offices – up to 64).

Vale of Glamorgan Local Development Plan 2011 to 2026 Parking Standards require 37 residential and 16 office parking spaces for the proposed development , but reduce this on the grounds of a sustainable location to 27 residential (inc. visitors) and 11 office parking spaces, i.e. 38 parking spaces.

This is a much larger scale development, with higher parking demand of 38 places, in the same location as 3 of the other examples but the recommendation with regard to parking is inconsistent compared with the others.

The ideal of reducing car use is one that I applaud. However, we do not have sufficiently good public transport to encourage people not to own cars. Even those who use alternative forms of transport every day will still own cars, which, if this application is approved, will be parked on the street all day as well as all night.

Planning Policy Wales says that minimum parking standards are no longer appropriate and that Local Planning Authorities should ensure that new developments should provide *lower levels* of parking than have been achieved in the past – it does not say that there should be no provision for parking at all.

The policy also promotes a ‘pragmatic and flexible’ approach – but this can’t mean that anything goes and we accept what the developer offers. A flexible approach has been used in all the developments I’ve listed – and they still required a certain level of parking provision. We should be consistent with the **URC** application and refuse it without reasonable on-site parking.

Councillor Rhona Probert  
Illtyd Ward.

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*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

**From:** Bertin, Richard J (Cllr)  
**Sent:** 05 September 2016 22:41  
**To:** Mills, Louise (Democratic Services)  
**Cc:** Penrose, Bob (Cllr)  
**Subject:** FW: Planning Committee - 08 September 2016 - Objection

Dear Louise,

I wish to object to the application on agenda item 9: 2016/00219/FUL – United Reformed Church, Windsor Road, Barry.

Having considered the matter I wish to object on grounds of the lack of parking. The matter should be rejected on parking alone as parking is limited at the extremely busy junction. There is soon to be double yellow lines on this dangerous and busy junction and parking should therefore be a matter of consideration.

Please add this to the list of objections.

Kind regards,

Richard.

Richard Bertin  
Elected Member  
Democratic Services  
Vale of Glamorgan Council / Cyngor Bro Morgannwg

Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
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Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*



## LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 8 September 2016

<b>Application No.:</b> 2016/00219/FUL	<b>Case Officer:</b> Mr. Morgan P. Howell
<p><b>Location:</b> United Reformed Church, Windsor Road, Barry</p> <p><b>Proposal:</b> Conversion and minor extension to the existing church and school buildings to create live-work units (C3) office space (Class A2 / B1a) and associated works</p>	

**From:**

Email- 6th September 2016- Jon Hurley (WYG) agent for planning application.

**Summary of Comments:**

Request from the agent to alter the use restriction on the basement A2 use to include A2 or B1a uses. This would alter conditions 3 and 9 which specify the use class for the commercial basement use.

**Officer Response:**

With respect to the amended conditions, It is considered that the altered wording to include B1a would not result in any increased impact or alter the recommendation for approval. A B1a use allows for a general office use that would not involve a service being provided to the public, resulting in a different use but not one that would give rise to issues of increased traffic, noise and odours.

**Action required:**

Amend conditions 3 and 9 to outline the following

*3. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any Order revoking or re-enacting that Order the ground floor of the main church premises shall be used for A2- office or B1(a) offices and for no other purpose including any other purpose in Class A2 or Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.*

*9. The A2 / B1(a) use hereby permitted shall not be open to customers outside the following times : - Monday to Friday 08:00 – 19:00 Saturday 09:00 – 17:00 Sundays and Bank Holidays 10:00 – 16:00 Unless otherwise agreed in writing by the Local Planning Authority.*

**Howell, Morgan P**

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**From:** jon.hurley [REDACTED]  
**Sent:** 06 September 2016 16:24  
**To:** Howell, Morgan P  
**Subject:** URC, Windsor Road - 2016/00219/FUL

Morgan

Further to our recent conversation we write in relation to the proposed wording of conditions 3 and 9.

In order that the condition is consistent with the description of development it needs to also the ground floor to be used for both A2 and B1a uses (as per my email of 30 March). On this basis please could the condition read as follows:

*Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any Order revoking or re-enacting that Order the ground floor of the main church premises shall be used for A2- office or B1(a) offices and for no other purpose including any other purpose in Class A2 or Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.*

A change will also be required to condition 9 to introduce B1(a) so that this is consistent with condition 3. My suggested wording is below:

*The A2 / B1(a) use hereby permitted shall not be open to customers outside the following times : - Monday to Friday 08:00 – 19:00 Saturday 09:00 – 17:00 Sundays and Bank Holidays 10:00 – 16:00 Unless otherwise agreed in writing by the Local Planning Authority.*

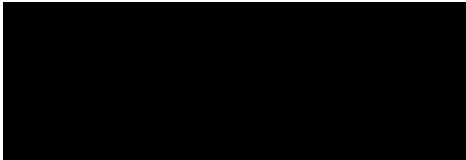
I trust that this agreeable but if you need to discuss further please let me know.

Regards

Jon

**Jon Hurley**  
Associate Director

**WYG**  
5th Floor, Longcross Court, 47 Newport Road, Cardiff, CF24 0AD



[www.wyg.com](http://www.wyg.com)

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## LATE ITEMS FOR COMMITTEE

**COMMITTEE DATE : 8 September 2016**

<b>Application No.:</b> 2016/00219/FUL	<b>Case Officer:</b> Mr. Morgan P. Howell
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**From:**

Public Representations

**Summary of Comments:**

There are 6 representations received from members of the public around the site, including a details and updated objection from the Wrap Around Community. The comments raise the concerns regarding parking, highways safety, cumulative impact of developments, issues with the parking appraisal and previous applications being refused for parking within the locality.

A further letter was received by the wrap around group on 7<sup>th</sup> September, which outlines two new issues that were not raised previously. This was with respect to the group being able to view the viability study and raising questions over the S106 requirements for the development

**Officer Response:**

All matters regarding parking, highway safety, cumulative impact and privacy, raised by members of the public have been covered in the committee report. In addition, the viability study is commercially sensitive information and cannot be made public without the consent from the agent and developer. A request for the information to be provided to the Wrap around group was submitted but it was outlined that the information should not be made public due to it being commercially sensitive.

However, it should be understood that this information has been assessed by Council officers and was considered to be robust in demonstrating viability. In addition, matters relating to the S106 requirements have been outlined in the report to committee.

**Action required:**

No further action required

Dear Vale Planning Committee



8 romilly rd, barry CH62 6AZ  
m 07842 289 546 / 07970 669 713

York pl • B streets around

We outline below a synopsis of our consolidated objection which we will cover in our 3 minute presentation to your committee. We also wish to draw your attention to the two reports we issued previously and also to material that can be accessed on line and then a number of issues that have come to the fore in the last few days.

Outline of WRAP Around presentation:

We are a densely populated residential community

We object to no on-site Parking and are concerned that Road Safety will be compromised

Successive developments in the immediate area have been allowed to go ahead with insufficient parking because there was previously some space on the kerbside, now there is no slack on our roads

(see our Parking needs and capacity Report and the photographs submitted and able to be viewed on our website)

Other parking in the area is also oversubscribed – and has for some time been accommodated on our roads

Highways agree that at peak times there is no spare capacity

Data from our in depth research provides evidence that the proposal will generate between 60 and 70 vehicles with 37 residential parking spaces, alone being required...

D.E.E.R
RECEIVED
ACTION BY:
NO: P.12
ACK:

RECEIVED
07 SEP 2016
Regeneration and Planning

The development is championed as innovative work/live meaning the people who live there will work there, therefore the cars of the residents will be there at the same time as the office workers – there is no other rational deduction. However the developer is now claiming that office and residents' cars will be there at different times. (See our 'A Further Objection report, circulated to all councillors)

The developer suggests a maximum of 38 spaces are needed - and proposes to provide none.

The Welsh Assembly describes clearly what needs to be in place to protect the social sustainability of our community, this application chooses to breach each of the criteria.

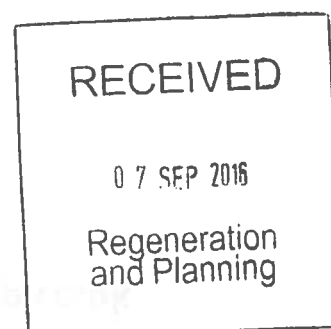
The developers' first three appraisals misled in overstating capacity, and clearly showed/indicated the 'extra' vehicles would be parking in breach of the highway code.

Romilly School Governors, Barry Town Planning (twice) and well over 400 objections (on the vale planning portal and in our petition) plus the community wide WRAP Around submissions identify why the application would blight our neighbourhood.

We ask for consistency in decision making and that this takes account of the impact that providing no parking would have on our neighbourhood, comprising BARUC, ILLTYD and BUTRILLS WARDS...in light of the evidence we have provided and the overwhelming concern of the whole community.

We ask you to reject this application.

Thank you.



In order to see the full range of material generated by WRAP Around and the community we serve, please go to:

[www.wraparoundgroup.co.uk](http://www.wraparoundgroup.co.uk)

To go directly to the on-line petition, photographs and videos, use the following links:

<http://www.change.org/p/wrap-around-objection-to-plans-to-develop-the-united-reformed-church-on-windsor-road-in-barry/c>

<http://www.wraparoundgroup.co.uk/copy-of-videos>

<http://www.wraparoundgroup.co.uk/videos>

A hard copy of the photographs was handed into Planning with our 'A Further Objection...' viewing them on-line gives a fair picture of the density of parking we often experience.

**New Issues:**

**FVS:** We have asked for a copy of the financial viability statement, the Planning Officer told us he would be approaching the agent to request the release of this to us, and would let us know.

We stressed the time critical nature of this request, as we need this information to understand the arrangement and it might well give rise to us altering our presentation, or a further late rep submission.

We yesterday asked the lady from Planning who contacted us to ensure that the answer was known this morning, i.e. we suggested the request now be phrased as: 'if you do not give your permission by (whatever day/time) it will be taken as a refusal'. We will contact Planning this afternoon (Wed 7th Sept).

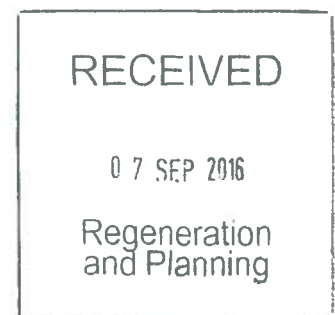
As a Campaign group we will then know if it is the Developer/his Agent who is refusing or the Planning Dept/Council.

**The s106 is interestingly modest** compared to the Crystal Springs sum, for instance, and we want to understand the reasoning - clearly we cannot know what we think of how the arrangement all stacks up without seeing the full FVS.

The financial Viability statement for the Methodist Church, the Romilly Quarter was made public in advance of the final report.

While we are appreciative of the manner in which our dealings with Planning have been handled, we feel that in this matter we are being given precious little time to absorb new information and respond in a considered and timely manner.

The WRAP Around working group - on behalf of the WRAP Around Community



Text of note included with submission of the above onto the Vale Planning Portal

11.49 am Wednesday 7<sup>th</sup> September 2016.

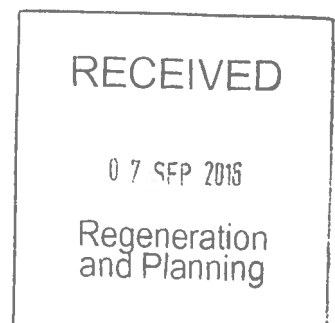
Dear Morgan

I spoke to your office yesterday regarding both late reps and the issue we discussed. The enclosed paper is for the Planning committee members and outlines what we intend to say, directs them to links on our website and also covers our wish to see the FVS, ahead of the meeting. It would be good to talk this afternoon regarding this urgent matter.

Best Wishes

Regards

Laurence Blight on behalf of the WRAP Around Residents' Action Group, working on behalf of the wider WRAP Around community



A further objection  
to the planning application  
to convert the  
**Windsor Road**  
**UNITED REFORMED CHURCH**

Submitted by the  
**WRAP Around Residents' Action Group**

Response to the letter, dated 8<sup>th</sup> July 2016, issued by Vale Planning inviting comments/objections on the most recent Parking Appraisal document and adjustments to plans, submitted on behalf of DS Properties (Barry) Ltd.

Thursday 28<sup>th</sup> July 2016



## Introduction

This paper has been prepared in response to a letter received from Vale Planning, concerning the most recent Parking Appraisal submissions on behalf of DS Properties (BARRY) Ltd., in respect of their planning application to develop the Windsor Road United Reformed Church.

It has been prepared by the WRAP Around Residents' Action Group – and represents the views of over 200 households in the area; individuals in the community will also be making their own personal objections.

The development proposal could see up to 144 staff on site and we believe **'the introduction of this commercial use into a primarily residential area, where the resulting traffic generation, vehicle movements and on-street parking would have an unacceptable impact on the amenity and character of the residential area and would be detrimental to highway safety'**.

Why do we believe this and use these words? Because these words were used to reject an application made in 2005 for a children's nursery at 28 Windsor Road (see the box below). The increase in vehicle ownership and in traffic since then surely means this also holds true for this much larger commercial/residential proposal within 120 yards of the rejected application...especially when so much more development has since taken place or is already underway.

2005/01151/FUL rejection notice by Vale Planning:

**The proposed private nursery will result in the introduction of a commercial use into a primarily residential area, where the resulting significant traffic generation, vehicle movements and on-street parking would have an unacceptable impact on the amenity and character of the residential area and would be detrimental to highway safety.**

We must again note the grant of permissions for Mount Sorrel (outline), RAFA club and the development of 9 Porthkerry and 21 Romilly Road (and the proposed 3 dwelling block, between), all already with parking deficiency; as were Windsor Court and the Romilly Quarter.

As 'external observers' to the planning process, it is profoundly perplexing to understand that while the outcome of discussions with the Romilly Quarter developers resulted in a change of plans, a willingness to reduce their profit

margin and the provision of on-site parking, – why the on-going discussions between the developer and Vale Planning have yet to result in the URC developer travelling the same reasonable path. 7

To date there has been no movement by the developer on the provision of on-site parking. The community had a frank discussion on 13<sup>th</sup> April with the developer, but 3 months later, it is clear the developer's submissions continue to propose an untenable position, in terms of the social sustainability of the existing community.

In order to address each of the statements from the developer in turn, we have included the text they have submitted in their paper. It is shown below in *blue italics* in order to differentiate from our objections and the observations we make.

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We include with this paper a further critique of the parking survey and our own accurate measurement, together with picture evidence of the parking needs and usage by our densely populated residential neighbourhood.

The WRAP Around Working Group

28<sup>th</sup> July 2016

Introduction

1.1 This document has been prepared in support of a full planning application, submitted on behalf of DS Properties (Barry) Ltd., in relation to the proposed conversion of the United Reformed Church, Windsor Road, Barry to live-work units and small office units.

1.2 The site does not provide any off-street parking space. Parking generated by the site's existing permitted use must therefore be accommodated on the surrounding streets.

1.3 In March 2016 Acstro prepared a Parking Appraisal, which considered the likely parking demand of the proposed development, provided evidence of existing on-street parking occurring on the surrounding streets and concluded that there was adequate on-street parking availability to serve the proposed development.

1.4 To reinforce the previously submitted Parking Appraisal further on-street parking surveys have been undertaken and are presented within this document. The additional surveys are consistent with those originally undertaken and demonstrate that there is ample onstreet parking space available to accommodate the parking demand of the proposed development.

Objection – response to 1.2

The existing permitted use of the premises from 1904 to 2014 was for religious observance. It was for local residents to visit and use and then go home again, mostly this was for a few hours on a Sunday. It was not a 'business', it did not operate Monday to Friday; its limited use did not appreciably affect the social sustainability of the densely populated residential community living around the church.

**The site could provide on-site parking.**

The concrete evidence is there for all to see – the developer of Romilly Court, next door and on the same terrace/level and 'topography' as the school buildings and Church, was required to provide on-site parking. They used the space occupied by the community scout hut for their new-build flats. To achieve this requirement, they filled in the pavement side escarpment.

In addition to Romilly Court, as mentioned previously, the developers of the Methodist church changed their original plans to include on-site parking, through their willingness to reduce their profit.

It is clear that the URC site **could** provide on-site parking, but the developer has chosen to draw up and present plans that do not offer parking spaces on site.

It is also clear there is a world of difference between local residents using the church for a few hours on a Sunday – and offices that can accommodate up to 144 staff, coupled with 22 dwellings with 37 double bedrooms.

Objection – response to 1.3

As identified in detail in the first report we submitted, the material presented originally in the first Parking Appraisal on behalf of the Developer was partial, simplistic, misleading and contained significant errors.

Objection – response to 1.4

The material now presented perpetuates a number of these errors and inconsistencies.

The roadside length available for on-street parking is 950 metres not 1097 metres as they originally stated.

They included in their roadside length over 24 parking spaces that cannot be used for parking: drop-kerb on-site parking spaces for existing residents, lane access and cross hatch marked areas, plus they use up to and including corners – none of these are sanctioned for use as on-street parking. *(this is reduced in their most recent document by them correcting their error and now no longer showing parking spaces in front of the dropped kerb garages access at the back of York Place – however, they still overstate capacity by more than 17 spaces, showing parking capacity across lane entrances, across other dropped kerb access to off street parking and on bends and right up to junctions.)*

**We have shown in our evidence that the real test is when all residents are home.** We have spoken to residents to find out how many vehicles they have. We are not aware the developer has spoken to any residents concerning this.

In April 2016, the WRAP Around Group conducted a household survey and a practical scrutiny, presenting their findings in our **'Parking needs and capacity Report'** which was sent to the Vale Planning Department and all 46 Vale councillors, Romilly School governors and local politicians.

The fact is that people already living close to the station, shops and other amenities have an average of 1.7 vehicles per dwelling. The developer provides no evidence that this will not obtain for residents of his proposed development.

We also note that from the information gathered during our survey, the age group that this sort of development is likely to attract actually has higher vehicle ownership.

Based on the evidence of current vehicle ownership in the neighbourhood, the WRAP Around report calculates the more likely scenario of vehicle Parking space requirements arising from the proposed development to be as follows:

- 22 dwellings x 1.7 vehicles = 38 vehicles
- Visitors @ 1 per five dwellings = 5 vehicles
- 80 staff plus 8 offices taking 8 people = 27 vehicles
- Making 70 vehicles in all...as a minimum

7

The second part of our Parking needs and capacity Report shows that there is no slack across the four roads identified in the developer's survey.

This is also explained more fully in our first letter to Mr Morgan Howell, Vale Planning dated 19<sup>th</sup> April 2016, which contained our 'Initial response to the Parking appraisals and additional information provided to support DS Properties' application to develop the United Reformed Church and other buildings on site.' and our holding statement 'Unsustainability of the proposal to convert the United Reformed Church' which we provided to Mr Marcus Goldsworthy, Head of Planning and Regeneration, dated 4<sup>th</sup> May 2016.

During the site visit on 21<sup>st</sup> April to 23 Windsor Road, the Vale Planning Officer said and we agreed it would not be helpful to trade 'Streets full' and 'Streets empty' pictures between the developer and the local community objecting to the plans in their current form.

*Until now we have not done so – but due to this latest submission from the developer, please see the pictures at the end of this objection and rebuttal response.*

### **Observations – material to our objections to section 1**

1. Parking spaces cannot be nominally allocated more than once, the evidence from our survey (WRAP Around need and capacity Report) demonstrates that all parking – apart from that on the Windsor Road United Reformed Church boundary is already allocated
2. Developments have been allowed that do not meet the Vale Guidelines, in the expectation that overspill will utilise any slack on the surrounding roads. This is true of Romilly Court, Windsor Court, Romilly Quarter, 21 Romilly Road, 9 Porthkerry Road and the RAFA Club and is inferred in the outline planning for the old Mount Sorrel Hotel site; none of these are measured, quantified or allowed for in the submissions from the developer. The cars were not available for the developer's parking appraisal team to measure – they are coming, but they are not there yet
3. Highways already judged this area to be primarily residential, in their reasons for recommending refusal to allow planning permission for 28 Windsor Road. (see the box on page 1)
4. Since highways made this statement in 2005, we have had the conversion of the Barry Hotel, the Romilly Quarter, the RAFA Club and 21 Romilly Road/9 Porthkerry Road are underway – and there is outline planning permission for the Mount Sorrel Hotel site; all with inadequate off-street parking.
5. DS Properties in their first parking appraisal submission noted that the area is not only primarily a residential area it is '....a densely populated residential area'.
6. In any densely populated residential area or housing estate, there are times when parking utilisation appears to be 'light', (people are at work, shopping, visiting relatives, away on holiday, attending the hospital, the council for a meeting or are out for a meal), this does not mean that as a result of a survey that identified this 'light parking' at particular moments, that a developer should be allowed to commandeer the spaces. The existing residents will come home, and will want to park near their homes – and should be able to do so.

7. We have demonstrated that existing residents, together with those in the pipeline from the already underway developments exhaust the kerb-side space, other than the boundary of the URC. (Approximately 12 spaces).
8. If a housing estate and the WRAP Around community area are both densely populated – and if highways already assesses our area as primarily a residential area challenged in terms of parking capacity verses need, then surely the same applies here as would apply for any housing estate/densely populated residential area.

2 On Street Parking Surveys

2.1 Initially, on-street parking surveys were undertaken on Thursday 3rd March and Saturday 5th March 2016 and were reported in detail in our previous Parking Appraisal. The surveys recorded the number of vehicles parked on Windsor Road, Romilly Road and Porthkerry Road. The precise area surveyed and detailed results of the surveys are included as Appendix 1.

2.2 Within the surveyed area it is considered that there is a total of 1,057m of kerbside that is available for parking. Based on each car parking space being 6m long it is calculated that the surveyed area has the capacity to accommodate 176 parked cars.

2.3 The peak parking occupancy at any one time during these surveys were found to be as follows:

Thursday 23rd March = 107 of 176 spaces occupied; 69 spaces available - 61% of capacity occupied; 39% spare

Saturday 5th March = 123 of 176 spaces occupied; 53 spaces available - 70% of capacity occupied; 30% spare

2.4 The surveys have been repeated on Wednesday 11th May and Saturday 21st May 2016.

Full details are included as Appendix 1 and are summarized below. The peak parking occupancy at any one time during these surveys were found to be as follows:

Wednesday 11th May 19.45 = 135 of 176 spaces occupied; 41 spaces available -77% of capacity occupied; 23% spare

Saturday 21st May 20.00 = 151 of 176 spaces occupied; 25 spaces available - 86% of capacity occupied; 14% spare

Objection – response to section 2

The addendum material reinforces most of the errors that were contained in the first parking survey, namely that the developer has included a substantial length of kerb side that is not available for parking – overstating by 24 spaces, the kerbside capacity.

**The survey contained in the WRAP Around Parking needs and capacity Report shows that there is not ample on-street parking space and particularly shows that when the needs of the existing community are compared to the capacity of the roads, there is no slack.**

In neither the first Parking Appraisal nor this addendum, does the developer address:

- The actual parking needs of existing residents
- the developments underway that will increase the number of vehicles needing to park
- the individual existing vacant properties about to be sold or let which will increase the number of vehicles present
- the need to retain parking capacity for the homes, presently occupied by those who have given up driving for future occupants of these existing dwellings within our community

The actual picture is described more fully in our Parking needs and capacity Report

The length of road-side kerb available for parking is 147 metres less than the developer stated in his first Parking Appraisal. This is 24.5 fewer parking spaces than was stated in their earlier report.

The number of dwellings in the four roads identified in the developers parking appraisal is 150.

The average per household, based on the gathered evidence is 1.7 vehicles per household, giving 255 vehicles.

The length of the kerb is 1,326 metres which reduces to 1,179 metres after taking off sections where it is illegal to park (double yellow lines, cross hatched markings, lane entrances, dropped kerbs allowing access to residential on-site parking)

If we take off 4 spaces for the challenging corner of the church, where Windsor Road sweeps up and onto Porthkerry Road hill, we find if we include the whole of Upper Romilly Road that this leaves 192 parking spaces, as identified in the findings, page 12 of our Parking needs and capacity Report.

Highways have identified that a zebra or controlled crossing is on their list of things to implement, which will reduce the available parking further...as is a proposal to restrict parking on the corners.

The actual capacity required by existing residents has been compared to their need. This includes both current vehicle ownership and use and the known increase in vehicles due to on-going development in the area; these will soon arrive and need to park.

The evidence we have shown, which takes account of existing off-street parking provision shows a parking stress of 44 vehicle spaces without allowing for visitor parking, and without allowing for the URC development proposal.

In summary, the Parking Surveys submitted by the developer are based on snapshots and do not identify or answer for:

- The actual demand from existing residents
- The known demand from already in the pipeline developments
- The real and accurate kerb-side parking capacity of the roads
- The reductions in parking availability due to the already planned for crossing and need to provide good visibility on corners and junctions
- The anticipated and now experienced 'overspill' from recent developments, which were allowed with the expectation that they would utilise any slack
- The reality as experienced by the existing community, as laid out objectively in the WRAP Around Parking needs and capacity Report, submitted to Vale Planning
- The need for the residential nursing home to be able to transport residents, and for ambulances
- The capacity always enjoyed by the long standing business, the Aberthaw House Hotel, to be able to have their guests park near the hotel accommodation



- The need for the elderly to be visited, often by visitors who themselves are infirm and their need to park as close as possible to the relative or friend they are visiting, and similarly for those with a disability of any age

We contend that the rest of the addendum document is largely redundant. However, for completeness we have provided a response to each of the subsequent points made on behalf of the developer.

It seeks to erroneously identify capacity, omits to allow for on-going developments and ignores the needs of the existing community.

It continues to rely on the principle of precedence, which is an argument used in case law that says that if something was agreed previously the same agreement should be given now, however in order for the principle to apply, like must be like – our letter to Mr Morgan Howell, dated 19<sup>th</sup> April describes clearly why this is not so, for each of the examples chosen and quoted by the developer.

The evidence we have provided shows there is/will be no spare capacity – other than on the boundary of the proposed development, i.e. the boundary of the Windsor Road United Reformed Church. This would provide a maximum of 12 vehicle parking spaces, although these may be fewer once the crossing and the double yellow lines are put in place.

With the more realistic estimation that this planning application in its current form would bring between 60 – 70 vehicles, it is manifestly evident that this proposal is not sustainable.

We rehearsed the breach of social sustainability planning criteria in our previous submissions, and particularly in both our letter to Mr Marcus Goldsworthy, dated Thursday 4<sup>th</sup> May 2016, and our report.

**None of these concerns have been responded to by the developer, which is concerning in itself – and they remain a key part of the community wide objection, as before.**

### 3 PROPOSED DEVELOPMENT

3.1 The proposed development comprises of the conversion of the church and its associated Sunday School buildings to provide:

5 x 2 Bed Townhouses (2 storey)

4 x 3 Bed Townhouses (3 storey)

7 x 1 Bed Apartments

4 x 1 Bed Duplex Apartments

2 x 2 Bed Duplex Apartments

Office space - 550m<sup>2</sup>

3.2 The parking requirements of new development are set out in the CSS Wales Parking Standard 2008. For residential development a requirement of 1 space per bedroom (maximum of 3 spaces per unit) applies to residential development with an additional requirement of 1 space per 5 units for visitors. For office development the requirement is 1 space per 35m<sup>2</sup> of floor area.

3.3 A reduction in parking provision is permitted where the site is in a sustainable and accessible location, judged by a point scoring system. This site scores highly in this regard with several facilities within 300m (6 points), within 300m of a railway station (3points) with access to a public transport frequency of at least one service every 30

minutes (1 point). Reaching the total of 10 points permits a reduction in the development's parking provision to 1 space per residential unit and a 30% reduction in the office space parking provision.

The development's parking requirement is therefore as follows:

#### Residential

1 space per unit for 22 Units = 22 spaces

1 space per 5 units (visitor) = 5 spaces

#### Office

1 space per 35m<sup>2</sup> for 550m<sup>2</sup> (16 spaces)

Applying 30% reduction = 11 spaces

3.4 The demand for office parking will typically occur during weekday work-hours whereas the demand for residential parking will typically occur outside of work hours; evenings and weekends.

3.5 It is considered that the peak demand for parking generated by the development will therefore be for 22 spaces associated with the residential use of the proposed development.

#### Objection – response to point 3.3

The eight offices capable of taking 8 persons each or 64 people appear to be missing from this description.

If the church main office area can take up to 80 staff and suggests 15 parking spaces, then an additional 64 people would take this number up to 27 car-parking spaces required – for business use alone.

The large office will take a maximum of 80 staff and the 8 smaller offices will take a maximum of 64 staff or attenders at meetings; this gives us 144 staff. Even at 80% occupancy this would be 115 people with all the attendant coming and going through guests/invitees attending meetings, deliveries, dropping off and picking up etc.

**To suggest that this amount of people conducting a whole variety of businesses would need only 11 car-parking spaces is ill considered, naive and not believable.**

The evidence we have provided is, from the residential perspective at least, based on evidence from the existing community. The assumptions we make regarding business use seem more coherent and rational.

### Observations – relevant to our objection to section 3

**It is strange that the developer uses the phrase: ‘...permits a reduction in the developers parking provision....’ when he has decided to provide no parking provision whatsoever!**

We were told by the developer during the focusBARRY meeting on 13<sup>th</sup> April that the people living in his proposed development would be using the work/live space – i.e. working where they live; the consequence of this is that their parking on our roads would also be during the working week.

While guidelines are necessarily based on assumptions and estimates, we have provided evidence that people living in the area, some who have moved into a similar church conversion across the road from the URC site, and all of whom are as close to the amenities as the residents covered by this proposal, have an average vehicle ownership of 1.7 per dwelling.

The reality is that the above calculation significantly underestimates the known vehicle ownership in the area and with no evidence provided by the developer to the contrary, we ask that the ownership level assumptions be based on the evidence we have provided – as a minimum.

While we recognise that the kerbside of our public roads are available to opportunistically park on and that no one has a right to park immediately outside their homes, the reality is that most people will want to park as close to their homes as possible. It is reasonable common courtesy to anticipate our neighbours wish to do this, in fact the Vale guidelines note that this is the case.

The actual need of those living around the Windsor Road United Reformed Church site exceeds capacity. A parking space cannot be nominally allocated more than once; taking into account the on-going developments already in train, capacity is exceeded by the needs of existing residents.

These roads close to the Windsor Road United Reformed Church are also close to Barry Train Station and an increasing number of people are using them prior to taking the train due to the carpark not meeting demand. The overspill has now crept along the south side of the non-residential birdcage walk which is already saturated.

With the cost of properties rising, more couples find they need to invest both their salaries in repaying their mortgage, and an increasing number of young home owners need two vehicles to go to work and conduct their busy lives. Even those who live/work in the proposed accommodation will need to attend meetings and family business elsewhere.

One of the more recent large scale developments in Barry, the Pump House has already run into parking problems due to a significant under-estimation of the need for parking, despite 79 on-site spaces being provided. Local Residents are up in arms and we understand the Premier Inn has had to introduce new parking arrangements to try to preserve its parking provision for its own guests.

**Given the recent experience of waterfront residents, why would anyone think it was reasonable to offer no on-site parking or to woefully under-estimate demand?**

4 CONCLUSION

4.1 The site is in a sustainable and accessible location. The existing site provides no off-street parking and so the parking generated by its permitted use as a place of worship must be accommodated on the surrounding streets. Based on current parking standards the existing use of the site would generate a requirement for some 36 to 48 parking spaces.

If, as is permitted under its existing planning permission, the building was to be converted to be used as a mosque parking demand is calculated to be some 55 spaces.

4.2 There is limited potential to introduce off-street parking within the site and the proposed conversion and redevelopment of the site to provide office space and live-work units must rely on its parking being accommodated on the surrounding streets.

4.3 The parking demand is calculated to be for 38 spaces and this is considered to be lower than that of the existing permitted use of the site. This is the combined parking demand for the proposed office and residential uses. However the parking demand from the two uses will not occur simultaneously. The office use will generate parking demand during working hours and residential use will generate demand outside of working hours. The peak parking demand at any one time is therefore considered to be for around 22 parking spaces.

4.4 Parking surveys demonstrate that parking demand on the surrounding streets can be comfortably accommodated.

4.5 In conclusion it is considered that the proposed development is appropriate in that it will generate similar parking demand to the existing permitted use of the site. Parking surveys demonstrate that the parking demand can be accommodated within the streets and for this reason it is considered that the proposal is acceptable in highway terms.

Objection – response to point 4.1

**Contrary to the developers assertion, - it is clear that the use of the site as proposed is not sustainable.**

The neighbourhood and existing community will only experience continued social sustainability if their existing amenities are reasonably preserved.

The development proposal cannot be held to be like for like, as the new use is not for religious observance but for owner occupier residential dwellings and for large scale business occupation.

We have checked with the local Muslim community, their usage is predominately on Fridays, is much less than the numbers quoted above and would be similar to the relatively short term ‘episodic’ use we have described in our previous report – as all religious observance is likely to be.

Objection – response to point 4.2

The developer acknowledges that there is potential to introduce off-street parking.

We cannot accept that there is a ‘*must*’ about it; this is a choice made by the developer, in proposing his planning application.

Two properties, one on Romilly Road and one on Canon Street, applied for a change to B&B status. For both of them, the condition was to provide off-street parking, one did this – and they successfully traded: the other couldn’t

provide this and decided to sell up and move away. The application to provide a nursery at 28 Windsor Road was turned down in part for the same reason.

For these proposals, even if 'must' had been included by the three applicants, we imagine they would still not have been allowed. If in these cases two or three more cars were judged to be too much, then so too is anything the developer estimates – even more so if our evidenced based projection of between 60 and 70 were to be realised.

Objection – response to 4.3

The parking demand assumed by the developer, significantly understates likely demand based on the evidence we have provided.

The existing permitted use of the site was for religious observance and was short term, mostly on Sunday mornings – and occasionally for celebrations/commemorations; in practice the numbers of vehicles experienced in the last 20 years has been significantly less than quoted by the developer.

There is no 'like for like' connection here as the development proposed is not for religious observance.

**The developer cannot have it both ways:**

The developer wants us to believe that work/live people will own fewer cars – yet he said at the focusBARRY meeting on the 13<sup>th</sup> April 'I cannot stop them having cars' and he has provided no evidence that such occupants would own fewer cars than the existing community average.

The developer wants us to believe that work/live people will work in the URC offices and their work/live spaces.

Yet, if the residents are working/living there – their vehicles will be there at the same time i.e. during working hours too. **This makes the comment at 4.3 - *The office use will generate parking demand during working hours and residential use will generate demand outside of working hours* - inaccurate and therefore is a significant understatement.** It is also highly likely that they will have both personal vehicles for their domestic use **AND** business vehicles i.e. cars/vans etc.

We refer you back to the planning refusal for 28 Windsor Road, the conditions placed on the Cannon Street application and on the Romilly Road bed and breakfast – which each have as an underlying principle **'if you cannot provide on-site parking – you cannot go ahead'**

We also refer you to the evidence in the WRAP Around 'Parking needs and Capacity Report' which clearly shows that parking stress already exists on each of the roads that DS Properties (Barry) has chosen to identify within their submitted Parking Surveys.(We have used the whole of Upper Romilly Road, not just the first few metres either side)

The Developers Parking Surveys do not allow for developments already underway or any of the other factors described in the bullet point list on page 8 – or more fully in our previous report.

It is clear that the parking demand will be much greater and for longer periods than that generated and experienced by the community, from the existing permitted use of the site.

Car density and need for parking spaces has increased in this densely populated residential area.

It is known that local car density is set to increase with the schemes already being developed, coupled with the individual properties coming back into use and about to be occupied after renovation.

Our parking survey and evidence of vehicle ownership shows that even the significantly underestimated demand described by the developer, cannot be accommodated in front of our homes and on our residential roads without seriously impacting on the social sustainability of the existing residents and community as a whole.

To reiterate, the 28 Windsor Road nursery development was refused because it was held that it would: *'...result in the introduction of a commercial use into a primarily residential area, where the resulting significant traffic generation, vehicle movements and on-street parking would have an unacceptable impact on the amenity and character of the residential area and would be detrimental to highway safety'*. Since then we have had an increase in traffic, an increase in vehicle ownership and an increase in the number of children using these roads on their route to Romilly School.

The other change since that refusal has been that due to the allowed developments in our neighbourhood, we are now an even more densely populated community than we were then.

### Conclusion

We wish to see the United Reformed Church site developed in a way that is socially sustainable for the existing community. Despite raising our reasonable and genuine concerns, through:

- Individual objections
- Two formal rebuttal letters to Vale Planning followed by the WRAP Around Parking needs and capacity Report
- Being backed by the unanimous and strong objection from Barry Town Planning, together with the same from Romilly School Governors – and having expressed our concerns directly to the developer in April -

We see no willingness to compromise in the behaviour of the developer or in anything subsequently submitted to promote his development proposal; we reject it as unacceptable to those living here. It is ironic that the developer told us in April that *'we all need to compromise'* yet has thus far singularly failed in this regard, himself.

We ask that this response and our previously submitted Report and all the individuals objections from those living in this community be given due consideration, and ask that the application in its current form be rejected.

**The WRAP Around community and neighbourhood area comprises:**

- Windsor Road
- Romilly Road (Lower and Upper)
- Porthkerry Road
- York Place
- Cannon Street
- East View Terrace
- Queen Street
- Harbour Road - and other roads around this area.

The WRAP Around working group is:

- Matt Williams
- Adrian Taylor
- Tracy Taylor
- Francesca Dawson
- Richard Platts
- Jane Platts
- Roma Calderbank
- Laurence Blight

- Working on behalf of and with the support of the whole community.

Please Note:

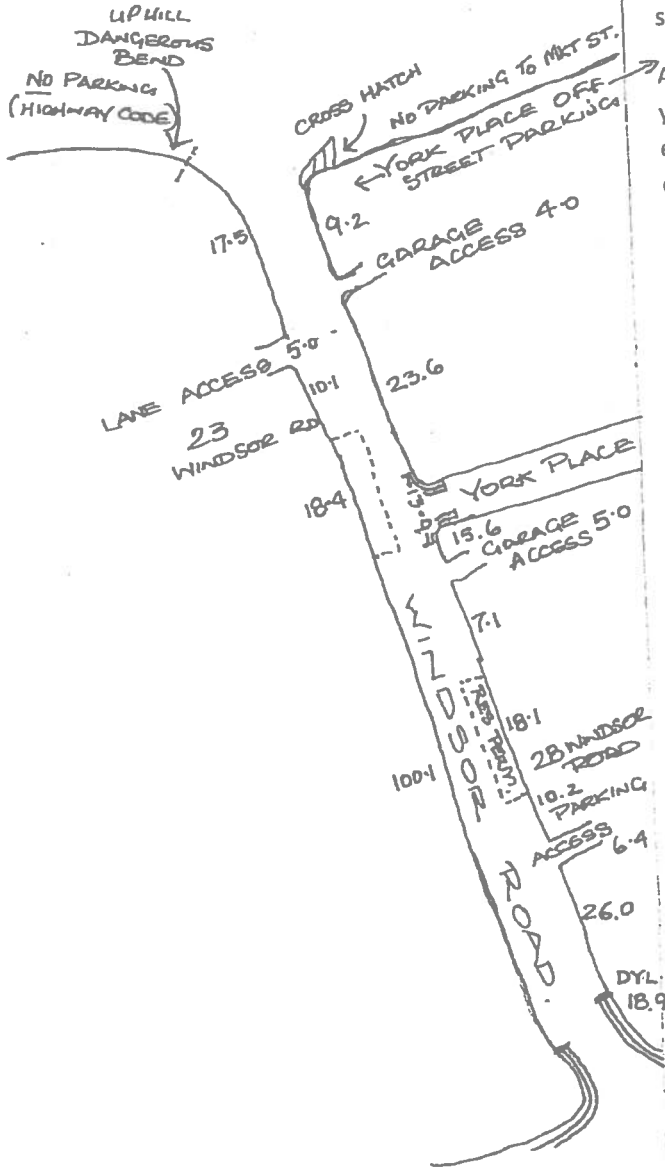
The original version of this document submitted to Vale Planning included photographic evidence of the density of parking on the four roads discussed. These photographs are not included here, in order to limit printing overheads. **They are available to be viewed online at: [www.wraparoundgroup.co.uk](http://www.wraparoundgroup.co.uk)**

Apologies for the indistinct quality of the enclosed maps – they have been scanned in from the originals and have lost some definition in the process.



Windsor Road

WINDSOR ROAD  
(KERB MEASURE WITH  
DISTANCE MEASURING WHEEL -  
FOR ALL ROADS SHOWN)



The diagram from the developer does not represent parking capacity accurately.

EAST: Starting from the south east, it shows cars to the corner but the first 18.9 metres are double yellow lines.

4 vehicles may park before the entrance to Windsor Court off street parking and a further 1 before the 3 residents reserved for permit holders space.

1 more space before the garage entrance and 2 spaces before the double yellow lines into York Place.

Across the mouth of York Place, after the double yellows there are 4 spaces before the 4 metre garage entrance – and a further space is available before the cross hatched markings onto Porthkerry Road going East.

This makes 16 spaces in all 3 of which are for those with a resident permit.

The developer shows 23 cars parked on this east side length – overstating capacity by 7 spaces.

WEST: Starting from the south west, the corner with cannon street, the first 15.5 metres are double yellow lines.

There is then 100.1 metres giving 16 spaces, followed by a 3 space section for resident permit holders, followed by a single space before the lane entrance. After the lane there is a 17.5 metre run – but as this is on a sharp uphill, blind bend the highway code tells us we must not park within 10 metres, so only 1 space here to add.

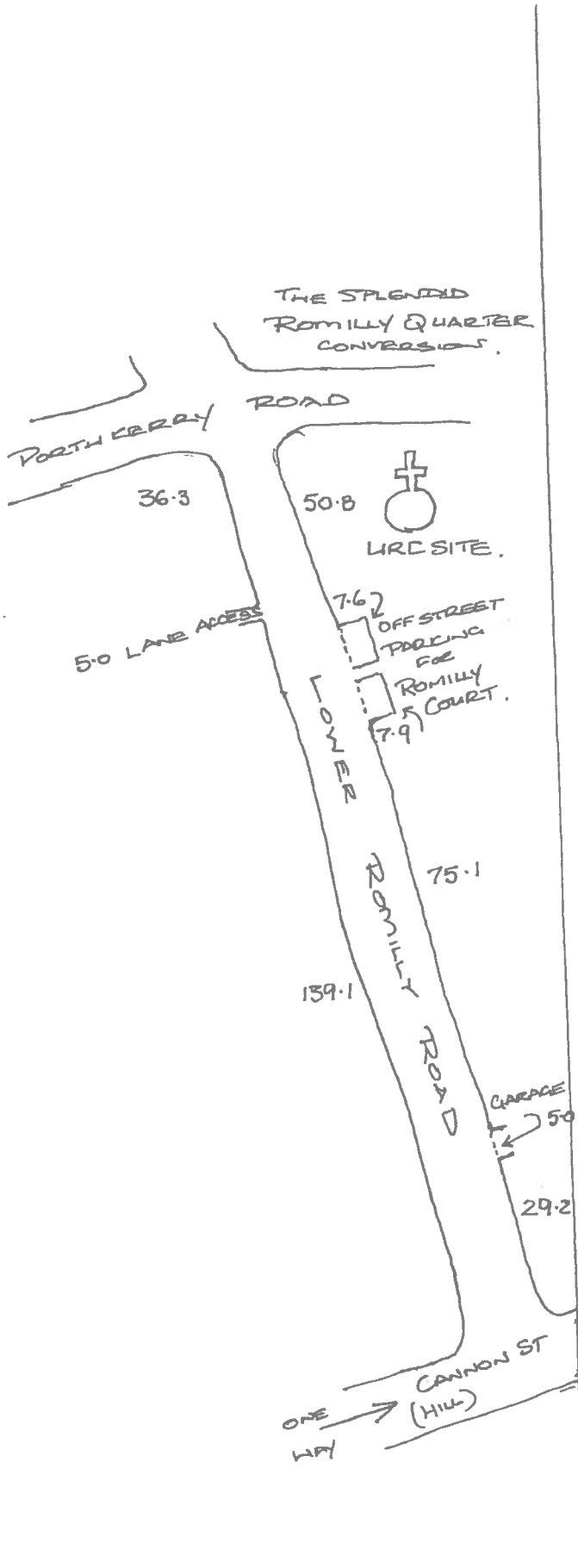
This gives 21 spaces – the developer shows 28; a further overstatement of 7 spaces.

Conclusion

The Developer overstates Windsor Road capacity by 14 car-parking spaces.

Please see over photographs of the usual parking experience in this road – see also Appendix 2 of the WRAP Around Parking needs and capacity Report, submitted in April 2016.

LOWER ROMILLY ROAD



EAST: Starting from the south, on the east side there is 29.2 metres before the garage access, the Highway Code forbids parking within 10 metres of the junction, so this represents 3 parking spaces.

From the other side of the garage access to the off street parking for Romilly Court, there is 75.1 metres or 12 parking spaces, a further 1 can be squeezed in between the two off street parking sections.

After these, the distance to the corner with Porthkerry Road hill is 50.8 metres – again minus ten due to the Highway Code requirement, giving 40.8 metres or just under 7 spaces.

The total for the East side is therefore 23 car-parking spaces.

The developer shows 28 cars parked, so again an overstatement – this time by 5 vehicles.

WEST: Again starting from the south, there are 139.1 metres before the lane entrance – the lane uses 5 metres and then a further 36.3 to the corner with Porthkerry Road hill.

This gives 23 parking spaces to the lane and a further 4/5 spaces to the corner.

Making say 28 car-parking spaces on this side in all.

The developer also shows 28 spaces so we agree on this side's capacity.

He still overstates Lower Romilly Road car-parking capacity by 5 vehicles.

He shows them across the off-street parking for Romilly court, in front of the garage and across the lane – all inappropriate and in breach of the guidance and advice within the Wales Social Sustainability requirements.

Please see over the photographs of typical parking in Lower Romilly Road – see also Appendix 2 in our first report.

### UPPER ROMILLY ROAD

Due to the chronic parking problems in upper Romilly Road, we chose to include all residents in our Survey, as this is what they requested, - and the whole of the length of the road in our appraisal of capacity.

The developer diagrammatically shows vehicles to the corner, yet the first 17.6 metres of the road are double yellow lines.

Nevertheless, we agree with his estimate of 8 spaces each side - on the east to the beginning of the lane and the access to the off street parking for the Romilly Quarter, and the 8 on the other side too.

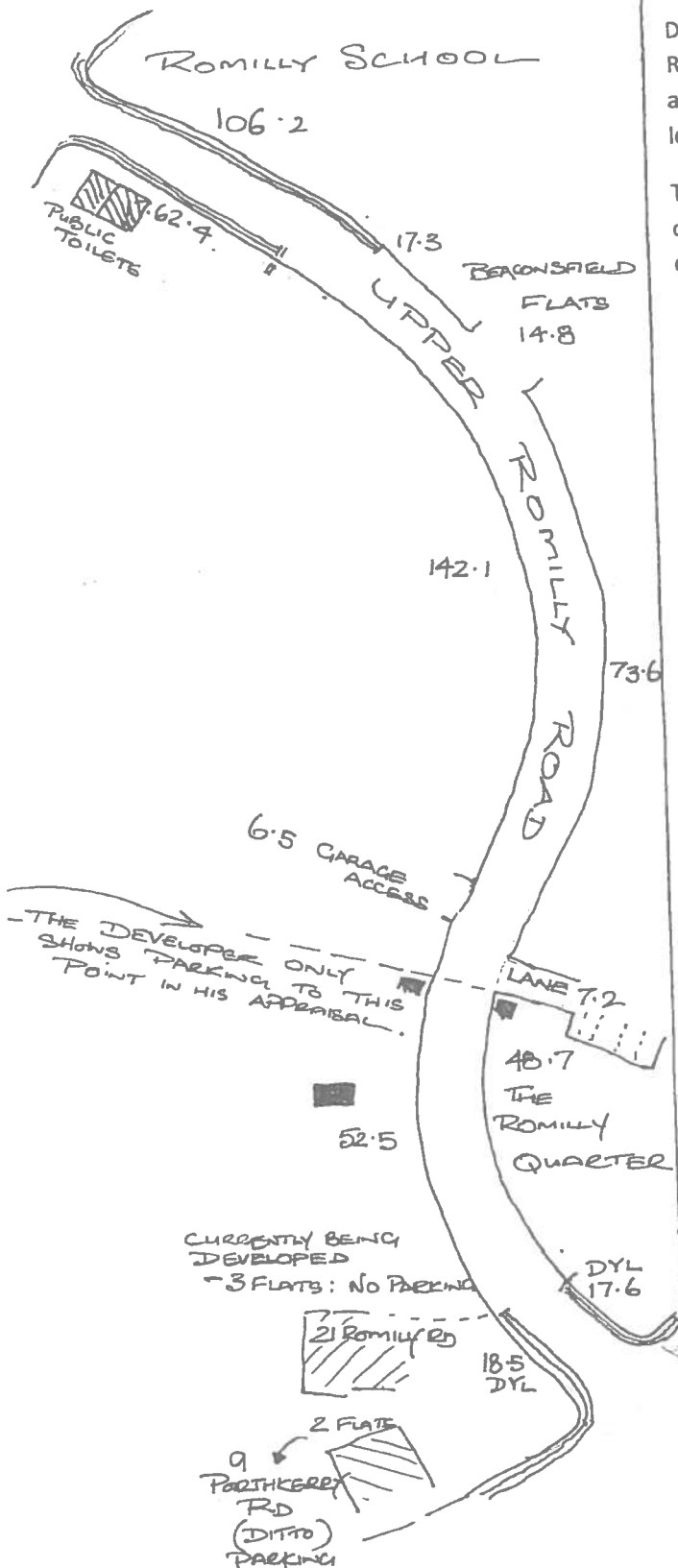
To complete our WRAP Around picture for this road, - there are a further 39 vehicle length parking spaces beyond the limited picture used by the developer; all oversubscribed as clearly demonstrated in our previous report - and particularly when 21 Romilly Rd/9 Porthkerry Rd are completed and people move in.

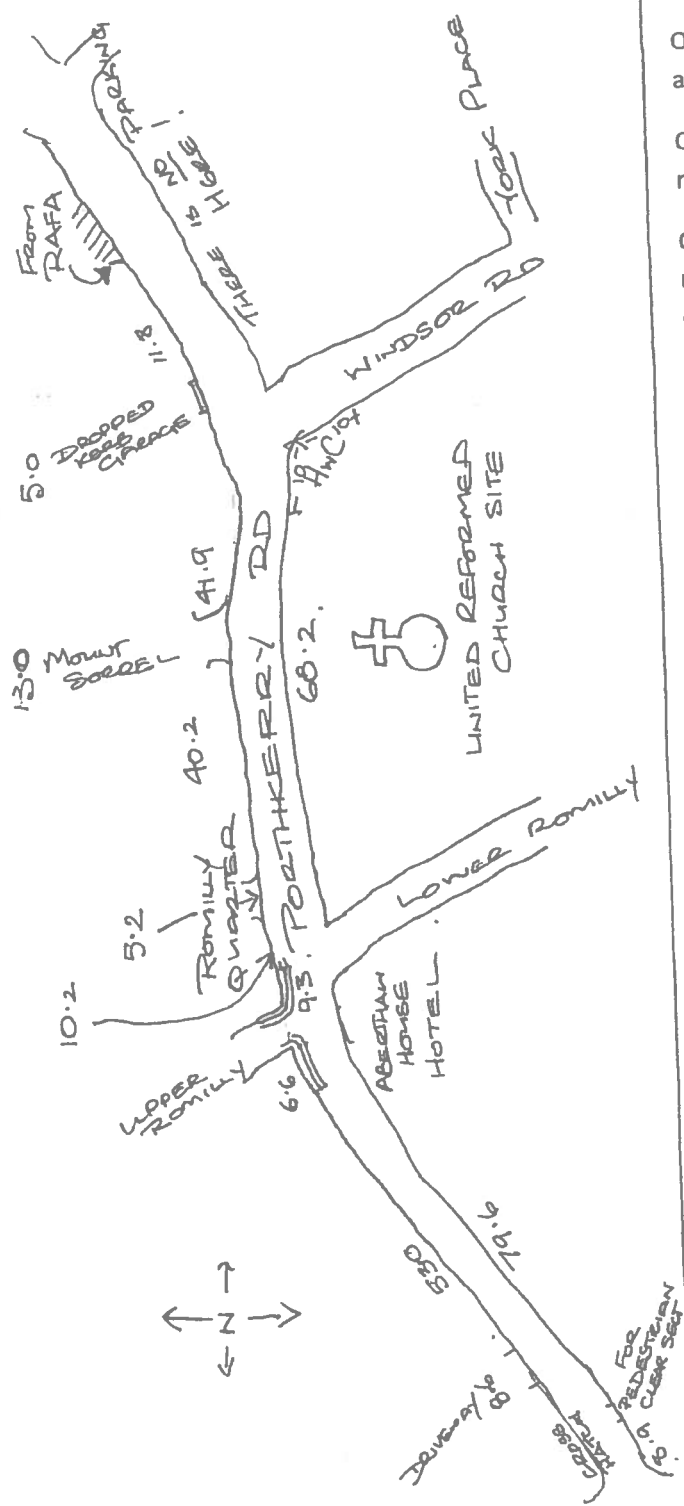
This road is bedlam during the school year.

In the main report submitted in April, we show that the needs of this community; including all of Lower and Upper Romilly Road, Windsor Road and Porthkerry Road; when on-going developments are taken into account exceed the kerb-side parking capacity.

It is crucial, if we are to be a fair-minded and reasonable neighbourhood that we do not just assume the roads surrounding us have plenty of space - and we can just 'take over' capacity elsewhere.

Harbour road is Full, Queen Street is Full, Cannon Street is Full and York Place is very full...there really is no slack or space, i.e. there is no yet to be nominally allocated space.





### PORTHKERRY ROAD

On the north side, starting from the roundabout junction with Park Crescent, and to the double yellow lines on the corner with Upper Romilly Road, there are 8 spaces, and the developer shows 8 too.

Outside the Romilly Quarter to the RAFA club there are 18 the developer shows 19.

On the opposite side, again starting from the roundabout, there are 14, the developer shows 14.

On the boundary of the URC there is 68.2 metres, reduced to 48.6 due to not parking within 10 metres of a junction – this gives 8 spaces – the developer shows 11.

The over-estimation for Porthkerry road is therefore 4.

Lastly, there is no parking behind York Place – it is all drop kerb or double yellow lines or cross hatched so even the latest submission overstates parking by 1.

**To summarise – in totalling up the accurately measured capacity for the four roads described within the developers parking appraisal we find that it is 24 parking spaces less than the developer has assumed.**

This supports and confirms the picture we described in appendix 1 of the WRAP Around Parking needs and capacity Report.

Thursday 26th August 2016

Dear *Councillor Johnson*

Re: The reconsultation on the revised plans and the Parking Appraisal Addendum, submitted to the Vale Planning Department by DS Properties(Barry) Ltd., to develop the former United Reformed Church, Windsor Road, Barry.

We are writing again due to the developer submitting revised plans and more about parking.

We enclose '**A further objection..**' paper, which is our formal rebuttal response to the developers' revised plans and parking appraisal addendum. We want the church site to be developed in a way that recognises the significant social sustainability issues already impacting on the existing densely populated neighbourhood; this is a significant over-development with NO parking provision. (see also the attached pages).

**We appreciate you taking the time to read the material we send you, and to consider these issues. Thank you.**

In an earlier letter we summarised our objections as follows:

1. No provision of on-site parking (22 dwellings, 37 double bedrooms & capacity for over 100 office staff)
2. Road safety and particularly for school children and their parents
3. Intrusion of privacy
4. Business use, in that it will further increase pressure on parking, traffic and road safety

**How do the revisions and new parking addendum demonstrate the developer has listened to the genuine concerns of the existing community?** (See also our detailed response in the enclosed rebuttal report).

1. **No change**, and worse than we at first thought - the recently announced double yellow lines will wipe out most of the boundary parking – **all vehicles** using the site will have to park in front of existing resident's homes. We demonstrated in our Parking needs and capacity Report that kerbside parking capacity is already over-subscribed. (see also recent confirmation of this by the developer, in the additional pages overleaf)
2. **No change from the developer** – we are pleased our call for double yellow lines has been listened to
3. **Some change - but not nearly enough**
4. **No change**

At the Barry Town Planning committee meeting on 2nd August, 50 residents representing over 200 households in the WRAP Around community, made their views very clear. The committee members listened to the planning officers' advice, considered the views of the residents, debated and voted unanimously to give their support, making a **strong objection** to the revised planning application.

We trust that you will join with them and be willing to do all in your power to stop our local residents being overwhelmed by the proposal, which as it stands provides **no parking, insufficient privacy, gives rise to genuine concerns on road safety** - and would represent a significant **over-development** in the heart of our community.

Yours faithfully - The WRAP Around working group  
Go to [redacted] for more information

**On behalf of the WRAP Around Residents' Action Group**

Please contact Laurence Blight to discuss the contents of this letter or the working group via the address email or phone, above

Matt Williams Adrian and Tracy Taylor Francesca Dawson Richard and Jane Platts Roma Calderbank Laurence Blight
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58 cars - and no on-site parking... they must be 'parking' mad!

Monday 22nd August 2016

**Response to most recent parking appraisal submissions.**

We apologise for having to add this late addition to the enclosed WRAP Around paper. It concentrates on the parking issues, - caused by the developer submitting yet another (and another!) amendment to their Parking Appraisal material.

**In this attachment, we demonstrate that the developer has at last effectively endorsed the WRAP Around position: there is no kerb-side parking available for this development.**

The Wrap Around Group has been seeking to fairly demonstrate that the fundamental picture regarding the amenities enjoyed by the existing residents in this densely populated community, is one of saturation of parking capacity, through successive waves of development, ongoing development and the inexorable rise in vehicle ownership in recent years. This has been amply demonstrated in:

**The WRAP Around Parking needs and capacity Report**, submitted to Vale Planning on 11th May 2016 and all Vale councillors.

**Another Objection...** (enclosed) submitted to Vale Planning on 28th July 2016.

Together with other letters and material submitted to Vale Planning and to those with an interest in local matters.

We have provided concrete evidence that the picture presented by the developer was flawed and that it incorrectly depicted kerbside parking capacity, presenting a more favourable picture than is the reality.

With specific regard to the parking appraisal material put on the Vale website in the last week, we note the following extract:

*' To reinforce the previously submitted Parking Appraisal further on-street parking surveys was undertaken and were presented within the first version of this Addendum. Subsequently queries were raised over the total parking capacity of the streets surrounding the application site with some concerns that areas not available for onstreet parking had been considered within the available capacity. A detailed review has been undertaken to determine where on-street parking is available.'*

An odd way to declare that their three previous Parking appraisal documents incorrectly sought to identify in plan form and numbers, far more capacity than actually exists. We note the Developers' first Report said *'a survey of on-street-parking was undertaken on Thursday 3rd March and Saturday 5th March 2016...the area surveyed was*

*estimated to have the capacity to accommodate 183 parked cars'*...and the next survey submission showed a map with the 'capacity' marked out with rectangular symbols for cars.

**We severely criticised this as inaccurate in our earlier report; correctly, as the evidence in our 'Further Objection...' now shows – and as confirmed by the developer.**

Up until this latest material was presented in August, the developer persisted in presenting a significantly inflated kerbside parking space capacity. As the developers' survey was a practical exercise, (*i.e. the operatives of the survey company were observed walking the streets and were able to take measurements etc.*) it is perplexing that householders affected by the development, having purchased a distance measuring wheel, and walking the same streets – found 24 fewer parking spaces than those alleged to exist by the commercial company, in support of the developers' planning application. (the same number we were able to calculate from Google maps, before deciding to test our accuracy by wheel measurement).

It is clear that for at least three iterations of their Parking Appraisal submissions, the developer has misled the reader into thinking there are plenty of parking spaces. The lanes, garages, cross hatch markings, double yellow lines, sharp bends, junctions and access to existing off-street parking have not materialised during the last month – they have been here for years! We ask that you take a look at the earlier street parking depictions, produced by the experts employed by the developer and come to your own conclusions.

**It is reasonable to ask - who has been describing the correct position, the developer or Wrap Around?**

In the two WRAP Around reports mentioned above, we show evidence that local average vehicle ownership is 1.7 vehicles per dwelling. This includes the most recent group of neighbours to arrive, those living in the recently converted methodist church, Romilly Quarter development. This had no on-site parking as a church but included on-site parking as part of the conversion.

With no evidence provided by the developer to the contrary, it would be inadvisable to assume anything other than that which local evidence provides. For the residential component alone 22 dwellings x 1.7 vehicles would give a realistic estimate of 38 vehicles. With business and visitor parking this could rise to at least 58, though we now believe that between 60 and 70 is more likely.

Although it is inconceivable that the sum of the parking spaces arising from the proposal would be only 22 for residents and 11 for business, or 33 in all...**he is providing none whatsoever, yet there is none for the kerb-side... or the existing community to give.**

The developer heralds this as an exciting innovative work/live development which means that residential vehicles would be in attendance at the same time as those attending or servicing the business use, so the following statement cannot be correct:

*'The demand for office parking will typically occur during weekday work-hours whereas the demand for residential parking will typically occur outside of work hours; evenings and weekends...'*

The residential component is still being described as work/live and therefore it must be assumed for planning purposes that parking for the resident's who work/live there will be concurrent with vehicles attending for business/office purposes.

We, already in residence, are just as close to the shops, trains, buses etc and yet we average 1.7 vehicles per dwelling. To assume a lower level of vehicle ownership for this proposal; without evidence of a specific constraint being put on those purchasing properties, regarding vehicle ownership (a constraint which could be policed and enforced); - would be unsound and to the detriment of the existing community and its social sustainability.

**It is a fact that the previous parking appraisals could not be relied upon to describe correctly or objectively the 'real' parking capacity in our neighbourhood – or the parking need of the existing community; WRAP Around has provided this for the Planning committee to consider.**

**We contend that the developers submissions cannot be relied upon to sensibly assess the impact on the amenities enjoyed by existing residents. Neither do they properly take account of or allow for the reasonable social sustainability expectations of the existing community, together with those expectations of any new neighbours who come to live in either the ongoing local developments, or even in this proposed URC development.**

At last the developers' new material no longer shows as many car parking spaces where they are not allowed. As residents living here who have raised this issue from the outset, we are reluctant to give the developer any credit for this alteration to his material. He could easily have portrayed this correctly from the beginning, but repeatedly chose not to do so, we wonder why? We have put in many hours of effort to



‘force’ this change without which we believe the flawed and misleading representation would have persisted, as it has done so for many months.

Now at least there is what appears to be grudging acknowledgement that parking capacity is far smaller than the rosey picture previously painted by the developers. The Developer still misrepresents the reality on the ground, he still makes no attempt to take account of the impact of on-going developments; he also tries to squeeze in and show more than one vehicle per the 6 metres car-parking space standard.

The picture portrayed in the more refined maps from the developer, even now still shows cars parked on the boundary of the United Reformed Church, and closer to the junctions than permitted under the highway code. We note the following:

Change that will reduce available parking spaces	Number
The recently announced double yellow lines that are to go on the boundary of the church will take out 15 parking spaces, together with clearing ‘illegal’ capacity shown on corners, re: highway code requirements. <i>(This is loss of capacity in terms of car-parking spaces)</i>	15
The ‘in the pipe-line’ pedestrian crossing that is on the highways list of schemes to do, once funding is available, will take out a further 6 spaces at least <i>(same effect as above)</i>	6
The already approved development of 21 Romilly Road/9 Porthkerry Road 2 houses into 5 dwellings – and maybe 3 more. <i>(This is increased need from existing residential developments)</i>	9+
The properties at 13 Romilly Rd, 15 Romilly Road and 12 Porthkerry Road – are all about to be or are currently being renovated and will soon be re-occupied–necessitating a further 5 or more parking spaces. <i>(This is existing need ‘not present currently’ from existing dwellings)</i>	5+
Reduction compared to the latest developers’ portrayal:	35+

The table above shows loss of parking spaces and spaces already nominally allocated to existing homes and/or homes under development, which have yet to have the vehicles park there i.e. the cars were unable to be observed in the developers’ survey because they are yet to arrive. *(The above also does not take account of the overspill from the RAFA Club development).*

Taking all the above into account, there are **35 (or more) fewer parking spaces** available than assumed in the latest submission from the developer. Moreover, in their most recent survey they report that only **30 spaces** were observed as available Wednesday 14th May at 19.45 and only **14 spaces** were available on Saturday 21st May. 30 minus 35 gives us **minus 5 spaces** – and 14 minus 35 gives a **deficit of 24 spaces!**

If the development had already gone ahead and there were 22 additional cars to park at the times these surveys took place – WHERE WOULD THEY PARK?...

- not on our streets, the developer confirms there would be 'minus' space to do so,
- not in the off-street parking provided by the developer, he's steadfastly refusing to provide any

So the only place to park would be in a **non-socially sustainable way** as far as the existing community is concerned – on corners, in front of lanes, on double yellow lines on cross hatch marked areas and in front of off-street parking considerably provided by other developers.

The conclusion to be drawn from this most recent Parking Appraisal addendum is that the developer has disproved his own assertion:

*'1.5 Our conclusion remains that there is ample on-street parking space available to accommodate the parking demand of the proposed development...'*

No objective or reasonable view would agree that 'ample' comes into it, **except that the developer has amply shown there is no spare kerb-side capacity for this development in our neighbourhood.** The developer could provide on-site parking but refuses to do so.

**We believe that the above demonstrates that the developer has proved our case. He now clearly shows there is parking stress and that there is no on-street parking available for this development.**

We return to the developer persisting with the false argument that the fall-back position applies (i.e. that no parking was provided previously to the church and that no parking is therefore required now). This is erroneous on three counts:

1. In actual fact parking in the street was horrendous when the church was holding services, and this was before recent and ongoing developments. It was impossible to find any spaces on the road during those times and that was when parking on the boundary was allowed and wasn't consumed by overspill from more recent developments - but at least it was only for a few hours on a Sunday.
2. Churches are not live/work units. They have occasional services which do not last 24 hours a day, 7 days a week.
3. Legally, a fall-back position cannot be applied. The principles of case law are that A follows B ONLY if the circumstances are sufficiently similar. There is no way this principle can be applied to this development; work/live and office business occupation cannot be compared in a like for like way with religious observance. (All the incorrect assertions made by the developer were dealt with in full in our previous paper and in our letter to Marcus Goldsworthy).

Since the days of church use, the places that church-goers used to park in for just a few hours a week, have now been allocated to double yellow lines (about to be introduced around the URC site) and to the overflow resulting from the under-provision in the successive waves of development. At this time this is particularly so for the Romilly Quarter development – and is soon to be so for both the 21 Romilly Road/9 Porthkerry Road and the RAFA Club site development.

We have clearly demonstrated there is no slack.

**We have been able to show in the detail above, that this position is now endorsed by the most recent submissions from the developer.**

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In conclusion, we continue to ask that any development of the Windsor Road, United Reformed Church be required to provide **sufficient** on-site parking to accomodate the **realistic** needs of its intended purpose.

The WRAP Around Working Group - Contact us at [www.wraparoundgroup.co.uk](http://www.wraparoundgroup.co.uk)

- Appendix i**      Summary of the WRAP Around position (please also see the detail in the enclosed document and the WRAP Around Parking needs and capacity Report)
- Appendix ii**     Request for consistency and fair treatment for the existing community

Appendix i

Material and valid objection:

We ask you to take all that we have submitted into consideration:

The WRAP Around Parking needs and capacity Report

A Further objection....

Other letters addressing specific elements (Marcus Goldsworthy and Morgan Howell)

- Together with the hundreds of objections that individuals have made

We highlight:

**Social sustainability for the existing community**

The Welsh Assembly tells us that a proposal **fails** on social sustainability, if:

‘...it is likely to **effectively encourage, allow or empower** new residents to act in an **antisocial manner** by such means as (1) **blocking driveways**, (2) **parking on double lines** or (3) making **excessive use of local facilities** in such a manner that **prevents or inhibits existing residents using them....’**

The developers’ parking appraisals all the way through have done just that – encouraging incomers to do all of these things and more, showing swathes of convenient capacity for his developments’ residents and business use...in front of peoples garages, off street parking, lanes, on corners etc., etc., and to show 24 more kerbside parking spaces than there are in reality. We have had successive waves of development with under provision of off-street parking, with the expectation that developments would utilise any slack.

The developer has effectively confirmed that there is no on road parking capacity for this development.

**The proposal:**

- Would not only result in a significant loss of amenity for existing residents –but in its current form would breach the Welsh Assembly social sustainability requirements, as above
- Makes inappropriate use of argument – i.e. ‘like for like’ does not apply
- Will result in work/live and office business parking use happening at the same time – not as the developer now erroneously claims
- Omits any parking provision calculation for the 8 offices capable of taking 8 people each (capacity 144 persons, parking provision 11 car parking spaces...not only unbelievable, more importantly – not provided).
- Persistently misrepresented kerb-side capacity – a key plank in the developers argument, a bit of a wobbly and suspect plank, as it turns out.

Appendix ii

Consistency

In asking for consistency and fairness we have highlighted a number of planning decisions to refuse applications, such as 28 Windsor Road and the recent refusal of the St Brides' proposal.

The Planning process is frustratingly unresponsive and at times opaque although Planning Officers themselves have been polite and tried to be helpful. We have tried to obtain, through a freedom of information request, information on the decisions made during the last 10 years by the Vale Planning committee, for developments involving 4 dwellings or more, with no success.

In the absence of this information being made available, we have identified a number of applications and their refusal as being pertinent to our case:

28 Windsor Road –

*'...The proposed private nursery will result in the introduction of a commercial use into a primarily residential area, where the resulting significant traffic generation, vehicle movements and on-street parking would have an unacceptable impact on the amenity and character of the residential area and would be detrimental to highway safety....'* (120 mtrs from URC – more development, more traffic, more car ownership since this refusal)

**URC proposal must be 20 times the size and on a more challenging bend**

4A Park Crescent –

*'...furthermore, the principle of a 'zero parking provision' would establish an unacceptable precedent, which would be contrary to the Council's Parking Guidelines...'* (conversion of a single over shop dwelling to two dwellings...). The deficiency here was 4 parking spaces – the deficiency for URC is either 8 times more (33 as per the developers assertion) or 15 times more (60/70 WRAP Around evidenced based estimate) depending on who you believe!

Convenience Store, Park Crescent –

*'...operating without an acceptable scheme of off road car parking...as well as vehicles parking near the site illegally...and given the existing levels of traffic movement...and the proximity to Romilly Junior Schools...'*

We remind the reader that the Romilly Junior School Governors unanimously voted to object to the URC Proposal.

the key in this refusal was :

*'...The refusal of [the] planning application was predicated on the basis that it would operate without an acceptable scheme for off road car parking or servicing, and that in the absence of this, it*

**would generate a level of activity which would be detrimental to pedestrian safety and the free flow of traffic...** Although the subsequent appeal was allowed, it was with the inclusion of the 16 space off road car park – and with the road safety aspects satisfactorily addressed. (URC requires a minimum of 33 car-parking spaces – and more likely 60-70).

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Who knew that banging your head against an old church stone wall could be quite so tiring – and take so much persistence: but it has brought the community together which is a good thing, - and we have persisted due to the strength of opposition to what is proposed.

We have no previous experience of the planning process but we do know this:

We have been angered and frustrated by the intransigence we have encountered, and concerned by the persistent rumours that 'it's already a done deal'.

Fundamentally, we believe it is the good we do as individuals, groups and communities that will endure - and enable our or any neighbourhood to thrive.

We wish the developer well, and look forward to seeing his compromise plan to convert the URC in a sustainable way for the existing community – and those who come to live among us.

WRAP Around Residents' Action Group

*(end of this attachment)*



**Edgerton, Elaine**

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**From:** Planning  
**Sent:** 07 September 2016 11:50  
**To:** Planning  
**Subject:** New comments for application 2016/00219/FUL  
**Attachments:** Late Reps FINAL VERSION submitted.docx

New comments have been received for application 2016/00219/FUL at site address: United Reformed Church, Windsor Road, Barry

from Mr Laurence Blight 

Address:  
8 Romilly Road, CF62 6AZ

**Comments:**

Other type details: This submission is on behalf of WRAP Around Residents' Action Group..

Comment: Dear Morgan

I spoke to your office yesterday regarding both late reps and the issue we discussed. The enclosed paper is for the Planning committee members and outlines what we intend to say, directs them to links on our website and also covers our wish to see the FVS, ahead of the meeting. It would be good to talk this afternoon regarding this urgent matter.

Best Wishes

Regards

Laurence Blight on behalf of the WRAP Around Residents' Action Group, working on behalf of the wider WRAP Around community

The following files have been uploaded:  
Late Reps FINAL VERSION submitted.docx

Case Officer:  
Mr. Morgan P. Howell

**Dear Vale Planning Committee**

We outline below a synopsis of our consolidated objection which we will cover in our 3 minute presentation to your committee. We also wish to draw your attention to the two reports we issued previously and also to material that can be accessed on line and then a number of issues that have come to the fore in the last few days.

Outline of WRAP Around presentation:

We are a densely populated residential community

We object to no on-site Parking and are concerned that Road Safety will be compromised

Successive developments in the immediate area have been allowed to go ahead with insufficient parking because there was previously some space on the kerbside, now there is no slack on our roads

(see our Parking needs and capacity Report and the photographs submitted and able to be viewed on our website)

Other parking in the area is also oversubscribed – and has for some time been accommodated on our roads

Highways agree that at peak times there is no spare capacity

Data from our in depth research provides evidence that the proposal will generate between 60 and 70 vehicles with 37 residential parking spaces, alone being required...



The development is championed as innovative work/live meaning the people who live there will work there, therefore the cars of the residents will be there at the same time as the office workers – there is no other rational deduction. However the developer is now claiming that office and residents' cars will be there at different times. (See our 'A Further Objection report, circulated to all councillors)

The developer suggests a maximum of 38 spaces are needed - and proposes to provide none.

The Welsh Assembly describes clearly what needs to be in place to protect the social sustainability of our community, this application chooses to breach each of the criteria.

The developers' first three appraisals misled in overstating capacity, and clearly showed/indicated the 'extra' vehicles would be parking in breach of the highway code.

Romilly School Governors, Barry Town Planning (twice) and well over 400 objections (on the vale planning portal and in our petition) plus the community wide WRAP Around submissions identify why the application would blight our neighbourhood.

We ask for consistency in decision making and that this takes account of the impact that providing no parking would have on our neighbourhood, comprising BARUC, ILLTYD and BUTRILLS WARDS...in light of the evidence we have provided and the overwhelming concern of the whole community.

We ask you to reject this application.

Thank you.

In order to see the full range of material generated by WRAP Around and the community we serve, please go to:

[www.wraparoundgroup.co.uk](http://www.wraparoundgroup.co.uk)

To go directly to the on-line petition, photographs and videos, use the following links:

<http://www.change.org/p/wrap-around-objection-to-plans-to-develop-the-united-reformed-church-on-windsor-road-in-barry/c>

<http://www.wraparoundgroup.co.uk/copy-of-videos>

<http://www.wraparoundgroup.co.uk/videos>

A hard copy of the photographs was handed into Planning with our 'A Further Objection...' viewing them on-line gives a fair picture of the density of parking we often experience.

#### **New Issues:**

**FVS:** We have asked for a copy of the financial viability statement, the Planning Officer told us he would be approaching the agent to request the release of this to us, and would let us know.

We stressed the time critical nature of this request, as we need this information to understand the arrangement and it might well give rise to us altering our presentation, or a further late rep submission.

We yesterday asked the lady from Planning who contacted us to ensure that the answer was known this morning, i.e. we suggested the request now be phrased as: 'if you do not give your permission by (whatever day/time) it will be taken as a refusal'. We will contact Planning this afternoon (Wed 7th Sept).

As a Campaign group we will then know if it is the Developer/his Agent who is refusing or the Planning Dept/Council.

**The s106 is interestingly modest** compared to the Crystal Springs sum, for instance, and we want to understand the reasoning - clearly we cannot know what we think of how the arrangement all stacks up without seeing the full FVS.

The financial Viability statement for the Methodist Church, the Romilly Quarter was made public in advance of the final report.

While we are appreciative of the manner in which our dealings with Planning have been handled, we feel that in this matter we are being given precious little time to absorb new information and respond in a considered and timely manner.

The WRAP Around working group - on behalf of the WRAP Around Community

**Edgerton, Tayla (Agency)**

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**From:** Planning  
**Sent:** 25 August 2016 12:13  
**To:** Planning  
**Subject:** New comments for application 2016/00219/FUL

New comments have been received for application 2016/00219/FUL at site address: United Reformed Church, Windsor Road, Barry

from Mrs Nia Goode [REDACTED]

Address:  
13 Windsor Rd., Y Barri, Bro Morgannwg, Cf627aw

**Comments:**

**Parking:** still no on-site parking. Since moving here two years ago I have already seen an increase in cars parking on this road. It is very unusual now for me to be able to park outside my own house. It's common sense to ensure that parking spaces are provided.

**Privacy:** this is still an issue because 5 new windows and the much extended tall window have clear glass and are looking directly into Romily Court.

**Road safety:** this has not been addressed. This is a major concern because a lot of school children, mine included walk to school.

Case Officer:  
Mr. Morgan P. Howell

RECEIVED  
25 AUG 2016  
Regeneration  
and Planning

D.E.E.R
RECEIVED
ACTION BY: MPH/IR
NO: 9
ACK:

**Edgerton, Tayla (Agency)**

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**From:** Planning  
**Sent:** 22 August 2016 17:41  
**To:** Planning  
**Subject:** New comments for application 2016/00219/FUL

New comments have been received for application 2016/00219/FUL at site address: United Reformed Church, Windsor Road, Barry

from Mr David Howells [REDACTED]

Address:  
The Nave,, Romilly Quarter,, Porthkerry Road, ,Barry,CF62 7BA

**Comments:**

I have already submitted an objection based on the original plans and have now reviewed the 'amended plans'. I am unable to establish a significant or meaningful difference between the old and new plans, although I appreciate that some windows overlooking adjacent properties have now been obscured. I remain unconvinced that this minor alteration will give the necessary reassurance to those immediately affected by this issue. The substantial objections to the issue of parking remain unaffected by the new plans and would impact the local community in a manner and to a degree that is unacceptable. The revised plans are in fact an insult to the community making highly valid objections that have remained unaddressed in any formal or informal manner. Please give the community the respect of having a voice in developing the buildings in this area in a successful, sustainable and and safe way.

Case Officer:  
Mr. Morgan P. Howell

RECEIVED  
  
23 AUG 2016  
  
Regeneration  
and Planning

D.E.E.R
RECEIVED
ACTION BY: MPH/IR
NO: 15
ACK:

**Edgerton, Tayla (Agency)**

---

**From:** Planning  
**Sent:** 25 August 2016 21:49  
**To:** Planning  
**Subject:** New comments for application 2016/00219/FUL

New comments have been received for application 2016/00219/FUL at site address: United Reformed Church, Windsor Road, Barry

from Mr Craig Donovan [REDACTED]

Address:  
North Transept, Romilly Quarter, Porthkerry Road, Barry, CF62 7BA

Comments:  
I feel there should be parking on site. I think a reasonable number of parking spaces would be at least half the amount of anticipated cars for the development. Also there certainly needs to be some traffic calming measures on Porthkerry Road.

Case Officer:  
Mr. Morgan P. Howell

RECEIVED  
  
26 AUG 2016  
  
Regeneration  
and Planning

D.E.E.R
RECEIVED
ACTION BY: MPH/IR
NO: 26
ACK:

- Planning
- ▶ Home
  - ▶ Planning Search
  - ▶ Appeal Search
  - ▶ Building Search
  - ▶ Enforcement Search
  - ▶ Return to Results

## Planning Enforcement Complaint Form

### Your Details

Name

Address

Postcode

Telephone

Mobile

Email

### Details of Your Complaint

Address or location of the property that you are complaining about

Brief description of your complaint

Further details of your complaint

### Relevant Documents

Please include here any documents that you may think are relevant to your complaint. If you have photographs and would like us to consider these as part of your complaint, these can also be included.

localized.. found

[Add file](#)

### Site/Owner Details (if known)

If you are aware of the name and address of the owner of the site, please provide this below.

Owner Name

Address

Telephone

Mobile

Once your complaint has been submitted, you will automatically be sent an acknowledgement via e-mail. To see how the priority is allocated, please view further information about [planning enforcement](#). (this is the link to the Vale of Glamorgan web page that provides the information.)

## LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 8 September 2016

<b>Application No.:</b> 2016/00355/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> Crystal Springs, Coldbrook Road East, Barry	
<b>Proposal:</b> Construction of nursing home - revised design and car parking	

**From: Councillors Neil and Anne Moore**

**Summary of Comments:**

Stated that they would not be able to attend the Planning Committee meeting. However, they strongly object to the proposals, due to the increase in size resulting in an "overpowering and objectionable building opposite the conservation area." They consider the parking provision as inadequate. They also require a "panda crossing" if approved.

**From:** Moore, Neil (Cllr) [REDACTED]  
**Sent:** 02 September 2016 13:03  
**To:** Robinson, Victoria L; Robinson, Ian; Goldsworthy, Marcus J; Planning  
**Cc:** Johnson, Fred T (Cllr); Moore, Anne J (Cllr)  
**Subject:** FW: Planning Committee - 08 September 2016 - Agenda and Reports

I would be most grateful if you would tender our apologies for not attending the meeting. We had hoped that this would have been heard before the summer recess but regrettably we are away on a planned holiday when the committee meets.

We would still like to make it known that we are strongly objecting to this further increase in size of an already overpowering and objectionable building opposite the conservation area. This increases the residential use by 21 bedrooms and this does not indicate (as far as I am aware ) whether that would be for one or two people, which would make a considerable difference to the number of residents in the establishment.

We would reiterate that we consider there to be inadequate parking for visitors, staff and medical practitioners and any residents that may have vehicles. We are aware that the result assumes that residents will not have any vehicles but that is not a 'given'.

In terms of S106 we would once again (as we did with the initial Application) request a panda crossing to assist the free flow of pedestrians on this gateway to the town and Barry Docks Link Road.

Once again our apologies for not being able to attend committee personally.

Regards

Neil Moore  
 Ward Councillor for Cadoc Ward  
 Council Leader  
 Democratic Services  
 Vale of Glamorgan Council / Cyngor Bro Morgannwg  
 tel / ffôn [REDACTED]  
 mob / sy [REDACTED]  
 e-mail / [REDACTED]



**LATE ITEMS FOR COMMITTEE**

**COMMITTEE DATE : 8 September 2016**

<b>Application No.:</b> 2016/00355/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> Crystal Springs, Coldbrook Road East, Barry	
<b>Proposal:</b> Construction of nursing home - revised design and car parking	

**From: Case Officer – Steven Rennie**

**Summary of Comments:**

The Highway Officer has confirmed that the access and turning area as shown on the amended plans is acceptable as part of the layout.

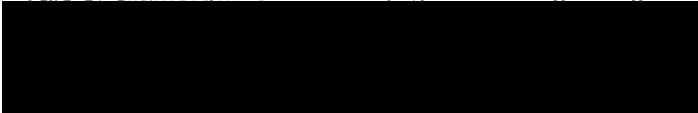
**Rennie, Steven**

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**From:** Harrison, Paul D (Agency)  
**Sent:** 06 September 2016 14:48  
**To:** Rennie, Steven  
**Subject:** RE: Crystal Springs

Hi Steve, yes this is correct.

Paul Harrison  
Highway and Engineering Services  
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth  
Vale of Glamorgan Council / Cyngor Bro Morgannwg



Visit our Website at [www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)  
Ewch i'n gwefan yn [www.bromorgannwg.gov.uk](http://www.bromorgannwg.gov.uk)

Find us on Facebook / Cewch ddod o hyd i ni ar Facebook  
Follow us on Twitter / Dilynwch ni ar Twitter

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

*Consider the environment. Please don't print this e-mail unless you really need to.  
Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.*

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**From:** Rennie, Steven  
**Sent:** 06 September 2016 14:26  
**To:** Harrison, Paul D (Agency)  
**Subject:** Crystal Springs

Hello Paul. As discussed on the phone yesterday, can you email to confirm that you accept the parking, access and turning area proposed for the Crystal Springs development (ref: 2016/00355/FUL). Can I have this for midday Wednesday so I can add it to the file for Committee this week.

Regards

Steven Rennie  
Senior Planner / Uwch Gynllunydd  
Regeneration and Planning / Adfywio a Chynllunio  
Vale of Glamorgan Council / Cyngor Bro Morgannwg



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## LATE ITEMS FOR COMMITTEE

**COMMITTEE DATE : 8 September 2016**

<b>Application No.:</b> 2016/00649/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> 8, Francis Road, Barry <b>Proposal:</b> 2 Storey side extension with rear dormer and single storey rear extension	

**From:** Mr and Mrs A Wright (Neighbours at 6 Francis Road)

### **Summary of Comments:**

Added comments to previous letter to highlight overshadowing concerns and loss of the existing open aspect from their garden. An extract relating to 'right to light' from the RICS has been included in the letter. Also comments relating to the boundary wall likely to be poorly maintained if the proposed extension is built in close proximity.

### **Officer Response:**

As set out within the Committee Report, the potential impact to neighbour amenities as a result of overshadowing from the proposed extensions have been considered. However, it is considered that any overshadowing impact would not be of a significant degree. It is also noted that whilst the maximum height of the rear extension would be approximately 4.2m, this ridge height would occur at an approximate separation of 4.5m from the neighbouring boundary at No 6 Francis Road, with the eaves height (adjacent to the boundary) being a much lower 2.2m approximately.

Payne, Adrienne J

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**From:** Andrew Wright [REDACTED]  
**Sent:** 29 August 2016 15:55  
**To:** Planning  
**Cc:** s.rennie@valeofglamorgan.gov.uk  
**Subject:** Planning application 2016/00649.FUL  
**Attachments:** Further Objection August .docx

Dear Mr Rennie,

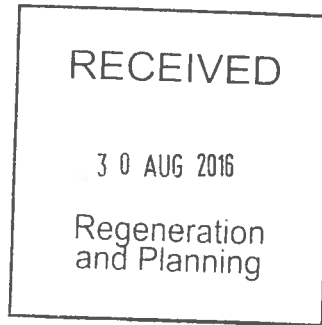
I am unable to attend the Planning Committee Meeting on 8th September re the above application, so have written the attached letter to be taken into consideration in my absence. I have also sent a copy to Councillor Wilkinson who is my local councillor and I believe is also on the planning committee.

Yours sincerely Mr Andrew Wright

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30 AUG 2016  
Regeneration  
and Planning

D.E.E.R  
RECEIVED  
ACTION BY: **SE2112**  
NO: **11**  
ACK:

6 Francis Road  
Woodfield Heights  
Barry  
Vale of Glamorgan  
CF62 9HH



10<sup>th</sup> August 2016

Dear Sirs

Ref: **P/DC/CR/2016/00649/FUL**  
**Planning Application No 2016/00649/FUL/CR**

I have found out today that this application is now going to Committee on the 8<sup>th</sup> September 2016. Unfortunately I will not be able to attend this meeting as I will be away on annual leave. However I would like to add the following notes to my previous objection letter dated 16<sup>th</sup> July 2016.

This planning application is a third proposal to application **No 2015/01370/FUL/CR** registered 23<sup>rd</sup> November 2015, and **REFUSED** on 18<sup>th</sup> January 2016, and **No 2016/00138/FUL/CR** refused in Feb 2016.

When we moved into our property at No6, the present conservatory at No8 was built and hardly noticeable.

There was also a large tree in the garden at No8 in roughly the same position as the rear wall of the rear extension will be on the proposed plans.

We didn't have much of a problem with light at this time as it was winter and the tree had shed its leaves.

However when spring and summer arrived the difference it made to light in our lounge was unbelievable, we had to have a light on in the afternoons and evenings even though it was summer.

Eventually the neighbours at No8 cut the tree down, what a difference this made to our light in the lounge, in fact we moved our TV and seating arrangements so they centred around the rear aspect of our home rather than the front.

If this rear extension is allowed to be built we will again be subject to severe loss of light, bearing in mind this will be a building of some stature with a ridge line approx 4.2m high jutting out into the garden at No8. The tree I mentioned earlier was only about 3metres tall and was not as overshadowing as the proposed extension will be.

Looking to the north from our garden at No6 we have a very open aspect, as the same can be said for all the houses on this side of Francis Rd and can clearly see a wooded area probably some 0.5 miles away, all the rear gardens have the same open aspect, this will be destroyed by this extension and lost forever, indeed altering the existing open outlook and character of ALL 8 properties on this side of Francis Rd.

Applying the 45° rule, taking a line from the centre of our French doors in the rear of our property, the side walls of the proposed extension at No 8 will encroach into the upper 45°

zone of the line drawn from the centre of our French doors, intruding into our skyline view as seen from inside our property

At No6 Francis we have only two open sides to our garden as No4 Francis Rd backs onto our eastern boundary, to allow a third side to be blocked with a new extension leaving us with only one open side to our garden will make our garden very claustrophobic and enclosed.

This proposed extension will prove to be grossly overshadowing and darken our home considerably and I urge the planning committee to consider that this extension will make our quality of life intolerable by shading.

I would like to quote the following extract from RICS Right to Light.

Right to light In your home, just over half the room should be lit by natural light and about half the room in a commercial building. So how do you know whether or not your right to light is being affected, and if you think it is, what can you do about it? A clear, impartial guide to Right to light 3 What is a 'right to light'? A right to light may be acquired by 'anyone who has had uninterrupted use of something over someone else's land for 20 years without consent, openly and without threat, and without interruption for more than a year.' Your right to light is protected under common law, adverse possession and in England and Wales by the Prescription Act 1832. There is no statutory right to light in Scotland. If you live in Scotland and are concerned about limited light, an RICS member practising in Scotland will be able to advise you and may also be able to help you with any negotiations. If a new building limits the amount of light coming in through a window and the level of light inside falls below the accepted level, then this constitutes an obstruction. Unless you waive your rights you are entitled to take legal action against your neighbour. Any kind of 'development' can potentially block the light coming into your home. For instance: • a neighbour's new shed • garden walls • extensions • part of a new housing or commercial development. If the developer hasn't taken your right to light into consideration, you may have a case for compensation or for negotiating changes to that development to safeguard your light. Home extensions are a common cause of right to light disputes as homeowners may employ a local building firm to extend their property without knowing the development could affect their neighbours. The most common problem is where the neighbour has a window to the side of their house to which the light is blocked by a high wall. On a small building project, people rarely employ a right to light specialist – the first they know of a problem is when they receive a letter from their neighbour's solicitor. rics.org What can you do? If you know a planned development may restrict your right to light, even after planning permission has been granted, you are within your rights to oppose it. Depending on the extent of the problem, should construction go ahead, the courts are able to either award compensation, cut back the offending part of the development or a combination of both. In extreme cases, the court may issue an injunction to prevent the development altogether. However, a court is unlikely to grant an injunction against a developer in cases where a small financial payment can be made as compensation – especially for minor matters or late applications. So think carefully before pursuing this route, as injunctive proceedings can be very expensive.

Also if the proposed rear extension is built so close to the boundary between No6 and No8, the wall overlooking our property will become a poorly maintained flaky paint eyesore. There will be no room between the existing garden wall and new extension for maintenance, indeed it will be a problem to even render this wall when the extension is built.

Yours sincerely Mr and Mrs A Wright

**LATE ITEMS FOR COMMITTEE**

**COMMITTEE DATE : 8 September 2016**

<b>Application No.:</b> 2016/00649/FUL	<b>Case Officer:</b> Mr. Steven Rennie
<b>Location:</b> 8, Francis Road, Barry	
<b>Proposal:</b> 2 Storey side extension with rear dormer and single storey rear extension	

**From: Mr and Mrs Jones (10 Francis Road)**

**Summary of Comments:**

Letter and associated plans and photographs received a part of the objection to the proposed extensions at 8 Francis Road. The letter cites the reasons for objection, such as construction phase disturbance, lack of remaining parking provision, impact to property values etc. Also raised concern relating to how any approval would set a precedent for further extensions in the area.

The objectors have stated that the scale drawings were not helpful in accurately determining measurements, which caused "considerable problems."

The submission also highlights extracts from Local and National Policies and the SPG 'Amenity Standards', with the objectors stating why they feel the proposals are contrary to these policies and guidance.

Annotated plans and photographs serve to illustrate the points being made by the objectors.

**Officer Response:**

While the comments from the neighbours are noted, the Committee Report details the reasons why it is considered that the proposed extensions, which have been amended with the side extension reduced in width from the previous refused applications, are considered acceptable at this time. It is noted that the extensions proposed would have some level of neighbour impact, in terms of overshadowing, overlooking or overbearing impact, though as detailed in the report this is not considered to be at a significant level that would warrant refusal of the application.

In terms of the plans, what was submitted and accepted as a valid application were scale drawings, which are typical of those submitted with planning applications. The Case Officer responded to the neighbour by providing approximate dimensions where requested (several specific dimensions were requested by the neighbour), which would

have helped the neighbour in considering the proposals, well in advance of the Committee date.





FOR THE ATTENTION OF MR. STEVEN RENNIE, SENIOR PLANNING OFFICER,  
DOCKS OFFICES, BARRY DOCKS, BARRY CF63 4RT

**RE : PLANNING APPLICATION 2016/00649/FUL/CR**  
**Ms. D. Davies, 8, Francis Road, Barry CF52 9HH**

**FURTHER** COMMENTS AND DOCUMENTS SUBMITTED TO A SET OF OBJECTIONS  
LODGED BY THE RESPONDENTS, MR. & MRS. P. JONES, 10, FRANCIS ROAD, BARRY  
CF62 9HH, ON JULY 28TH, 2016

**This is a second document, together with enclosed photographs and drawings, which is intended to be presented alongside the original document and planning file to a planning committee of the Vale of Glamorgan Council sitting on September 8<sup>th</sup>, 2016 at 6.00 p.m. at the Civic Offices, Holton Road, Barry**

**A copy has also been delivered to County Councillor Mrs. M. R. Wilkinson, who is our local Ward Councillor, for her interest and comment if she considers this to be appropriate.**

The Chair and Members of the Vale of Glamorgan Planning Committee sitting on September 8<sup>th</sup> 2016. Planning Application 2016/00649/FUL

Dear Councillors,

This document is in the form of a narrative, rather than in the style of a more formal report and is intended to add to and also to supplement an earlier submission of July 28<sup>th</sup> 2016, addressing the same planning application.

In the July 2016 submission, the detail of the application is discussed in depth, and addresses the full range of issues raised in and by the application. This documents is available to this meeting, as are the submissions of other neighbours who have taken an interest.

However, in the narrative style offered here, we hope to explore the more personal history of the area and of our family and neighbours. In this way we will hope to reinforce and draw together some of the issues relating to Town and Country Planning and local authority considerations

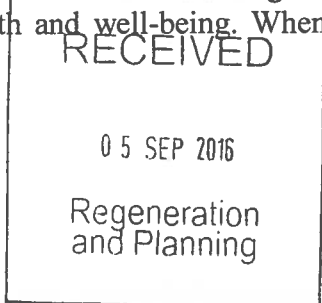
Councillors should perhaps be aware that my wife and I have now been involved in discussion and correspondence with the council planning department for a period in excess of ten or eleven months, always about the same matter. We have been obliged to research, investigate and construct detailed and complex reports in order to contest the planning application proposed by our neighbours; all quite without our normal comfort zone. On no less that two occasions, the applications have been **refused, for reasons which are self-evident**. We have now reached the point where yet another controversial application has been proposed. We have now duly submitted our response to this third application, at no little impact to our personal health and welfare. This is in the form of the July, 2016 submission, which is available on the planning file.

We have put together a folio of photographs and drawings with this second document in order to illustrate more clearly the points being made. Perhaps members would like to refer to these from time to time as a kind of aide memoir. Unfortunately there are only three sets, one with Councillor Wilkinson and two with the planning officer's file. We could not afford the cost of replicating them further, although we feel sure they will assist understanding.

We offer some history if members would indulge us briefly. We first moved to Barry in 2003 ? following half a lifetime of public service. We were intending to retire here, as we were both nearing that age and my health was not all that it could be.. Our reason for moving from Cardiff after almost sixty years, was that our daughter was to be married and live here, and grandchildren were much in prospect.

We very, very carefully selected our new home, which was smaller than our previous house, but with the confidence that **nobody could ever anticipate making any structural changes**, excepting those that we chose to install. So we built a conservatory, with both the blessings of our neighbours and the County Council, and put in a small patio and a driveway. Our grandchildren came along in 2004 and 2008 and we enjoyed more than ten years of contentment, in a sunny house and garden, a genteel, pleasant garden with nothing but flowers and a small potting shed.

Never in a million years could we have anticipated the nightmare scenario that began in 2015, and has continued since, to the enormous detriment of our health and well-being. When it began to happen, it seemed almost surreal and hardly credible at all.



Our neighbours, Mr. & Mrs. Davies brought forward a proposal for two very large extensions to the side and rear of their house, for reasons that were purported to be a shortage of bedroom space.

We very quickly realised that these plans would not only result in a complete change to our lives and our enjoyment of them but physical changes that would deprive us of sunlight and cause us to live under conditions of claustrophobia.

Whilst on this point, perhaps it would be possible for members of committee to make a site visit which would, we feel certain, demonstrate amply just how little space there would be for this over-the-top proposal, to be compressed into such a tiny overall footprint.. We would certainly invite this possibility.

We could not imagine why Mr. & Mrs. Davies did not choose to move as they do have growing children in a rather small, unsuitable house. Of course, it is not really for us to comment but our view and that of other neighbours were that this would have been be the most obvious course of action in the circumstances.

The fact that we imagine that our neighbours would have to spend huge sums if this work went ahead, and the fact that there would be enormous disruption for ourselves, our near neighbours and the environment, seemed not to trouble them a great deal; nor does the question of noise and disruption appear to influence Council decision making either, so far as we can determine, even though we may have to suffer months of dust, noise and rubble as a result of the demolition and reconstruction. Additionally, we are being asked to re-locate our family cars for the convenience of the builders, albeit this would impact on both safety and insurance.

Meantime, there would remain only one parking space at 8, Francis Road, where there should be at least two if not three according to bedroom numbers.

We also believe that our own property would be significantly de-valued should this plan be allowed. Although we understand that the Council does not take into consideration issues of property values when considering planning applications, we fail to understand the reasoning behind this. Surely the property value must be a primary factor in planning matters. We may well be looking at a single property in the street, not only having a very much larger footprint, but also the other homes being dwarfed by the over bearing size and bulk of the property at number 8, Francis Road. This would almost certainly be off-putting for buyers reviewing properties in the area.

Of course, there would still remain the problem of how other property owners in the vicinity would react either now or in the near future. It must be probable that other planning applications would begin to flood in for properties in Francis Road, Moutbatten Road, Cook Road etc. The likelihood is that these applications would be of a random nature, of varying shapes and sizes but that the Council having already permitted one unwise application would be almost obliged to accept others, so long as they meet the requirements within the parameters which, as we have evidenced, are not always sound in our view. The result would be a mish-mash of building work that would quite literally seriously detract from the neighbourhood.

This must surely act against all the policies and principles of amenity standards as described in the *Vale of Glamorgan Supplementary Planning Guidance*. In 1.3 of this document it is quite clear that “ The provision of residential; amenity standards can have a significant impact on the quality of developments constructed ~~and the living environment created~~.” In Policy 3, Para 5.8; “ that crucial to the issue of privacy and amenity is the manner in which new development is incorporated into *existing* residential areas. “

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P.67 Regeneration  
and Planning

One assumes that the same language applies to extensive planning applications. In the Vale of Glamorgan Local Development Plan 2011-2026, similar references can be seen to relate. **Policy MD3 clearly states in point 3;** ( Development proposals will be favoured where ) - “ They respond appropriately to the **local context and character** of neighbourhood buildings in terms of type, form, scale, mix and density. “

Of course, alongside all of this, we were to learn that the government had relaxed the rules on planning in an attempt to redress the housing crisis. This had meant the introduction of large swathes of new legislation, far too complicated for lay people to understand. As we were limited by fixed incomes by this time, we were not in a position to professionally consult, or indeed to legally consult, without additional un-looked for expense; although we may be forced to consult either a Party Wall Surveyor ( Party Wall Act 1996 ) and / or an expert in questions of access ( Access to Neighbouring Land Act 1992 ), should this matter resolve negatively, in which case one would be looking at additional **costs for the applicants.**

One issue that may need to be raised with councillors internally is that of whether and how much detail needs to be included with drawings when applications are made. Although we recognise that plans are drawn ' to scale ' - who identifies the scale and is there a responsibility for architects to indicate proper measurements when creating work ? Although we had requested in writing in July 2016. information about the measurements from planning officers, we did not receive this information until August, well after the Planning Committee had been determined and even then following a second request. On this occasion only a smaller number of measurements were requested as time had more or less expired by then and we would not have had time to do the additional work to our new submission. Also, although there had been two *telephone calls* from officers, which we appreciated, sometimes it is easier to have drafted an email or note so that there is a record and no confusion about what has been said during the conversation. All of this confusion about detailed measurements has caused us considerable problems on this occasion.

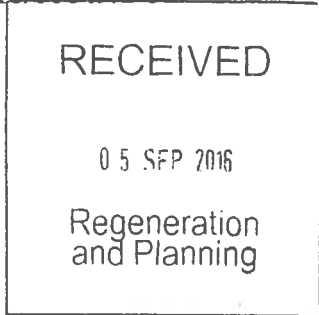
A great deal of guesswork pertains to these measurements, and this is neither healthy nor helpful. Possibly at some stage if this objection fails somebody will record the precise measurements intended so that there is no danger of error, which could cause some costly re-building. We believe that when you are discussing fractions of centimetres and the possible encroachment toward boundaries and borders, or even party walls, there can be **no guesswork nor mistakes.**

We believe that the photographs included with this folio will assist with at least the physical view of the houses in question and the street itself, and may assist with projections for the possible future of the area and it's amenities.. There are also some drawings included that, although not necessarily totally accurate as we do not have the proper measurements to any degree of accuracy, go some way toward clarification.

At this point we would like to take some quotations from Council Documents which are pointers toward the *spirit* and hopefully the practicality of the planning issues.. These quotations appear to us to be precisely relevant to the current discussion of this application.

**We raise the following objections, quoting from Vale of Glamorgan Council and Welsh Assembly Government documents, to planning application 2016/00649/FUL**

\*\*\*\*\*



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From The Vale of Glamorgan UDP Supplementary Planning Guidance 'Amenity Standards'.

**In 3. National Guidance**

9.3.3 Insensitive infilling or the cumulative effects of development or redevelopment, including conversion and adaptation, should not be allowed to damage an areas character and amenity. This includes any impact on neighbouring buildings, such as serious loss of privacy or overshadowing '

\*\* We would contend that the terms of this paragraph are not met by the applicant's proposals.

**In 5.2**

The provision of adequate and useable private amenity space within the curtilage of a development is extremely important to meet the requirements of residents for functional and relaxation space.

**In 5.5**

In self-contained housing developers should aim to provide a minimum of 1 square metre of amenity space per 1 square metre of the gross floor area of the dwelling ( inclusive of garage space ). Generally, 70% of the amenity space provided should be accommodated in the private rear garden area of the dwelling

\*\* We are not entirely content that this condition is met within the application.

**In 5.9**

The positioning of windows, roof traces and balconies which look directly or have the appearance of looking directly into habitable rooms of surrounding properties or allow clear views of private rear garden areas are not acceptable.

\*\* Our conservatory is without doubt a habitable room and direct views into windows and / or doors are unacceptable and in breach of privacy issues. We believe that this would include the proposed new build dormer window.

**In Policy 4 & 5.10**

A minimum distance of 21 metres (70 feet) must be provided between opposing principal windows of dwellings.

**5.10**

The distance of 21 metres is in the opinion of the Council the minimum distance necessary between opposing principal windows to ensure residential privacy.

\*\* Are these conditions satisfied ?

**5.12**

The siting of two or more storey developments within close proximity of an existing residential boundary can result in an unreasonable loss of daylight and sunlight to neighbouring properties. *As a result, these properties and their gardens can be made gloomy and unattractive resulting in an unacceptable reduction in the quality of life of the residents.*

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... should not ensure that proposals do not by virtue of their scale or location result in an unacceptable loss of daylight or sunlight to habitable rooms or private garden areas of neighbouring properties. In order to overcome the problems of overshadowing, consideration should be given to sighting the development away from neighbouring boundaries .....

\*\* The photographs enclosed with this submission of objections adequately demonstrate that there would be significant overshadowing and loss of daylight and sunlight by virtue of the two storey side extension and the much heightened rear extension, and that the garden would become more gloomy and unattractive. Is the Council satisfied or could with certainty state that this would not be the case ?



From the Vale of Glamorgan Local Development Plan 2011 – 2026

**Policy MD 3**

Development Proposals Will Be Favoured Where :

**Point 1**

They are of a high enough standard of design that positively contributes to the context and character of the surrounding natural and built environment.

**Point 4**

There would be no unacceptable impact on the amenities of neighbouring occupiers.

\*\* Neither point is satisfied in our view.

From The Welsh Government “ Planning – A Guide for Householders “ July 2013

Side Extensions

No more than half the area of land around the original house can be covered by additions or other buildings. ( Point 1 )

If your extension is located within 2 metres of any boundary of your house, the eaves part of the extension cannot exceed 3 metres. ( Point 4 )

No part of the extension can exceed 4 metres in height – you should measure the the height of the proposed extension from the ground level immediately next to it. ( Point 5 )

Rear Extensions

No more than half the area of land around the ' original ' house can be covered by additions or other buildings. ( Point 1 )

The eaves height of the extension cannot be higher than the eaves height of the part of the house from which the extension projects. ( Point 3 )

The extension cannot be more than 3 metres long..... ( Point 6 )

\*\* Is the planning authority confident that these requirements are met?

From Planning Aid Wales – “ Seeing the Light “ - April 2010  
Sponsored by the Welsh Assembly Government

Loss of light may be a material planning consideration to be taken into account when taking planning decisions. Permission for a development can be refused if the loss of light is going to be serious enough . But the authority will only look at whether the loss of light is bad enough to be un-neighbourly or if it is likely to have an oppressive impact on your property. ( Page 4 )

The word used for loss of light is overshadowing but it can be difficult to judge the overshadowing effects of a proposed building ..... ( Page 4 )

\*\* We offer in evidence the probable loss of light and overshadowing demonstrated in the attached photographs of the properties affected.

\*\*\*\*\*

We would suggest that common sense would indicate a house move, rather than a plan to to extend the current property at number 8, Francis Road to the most exacting limits of planning procedures; within constraints of regulation which have seen the plans altered on at least two occasions so far, but at no point with the appropriate exact measurements having been offered, leaving the plans open to abuse at the will of the builders.

Even given a reasonable measure of Christian charity there are likely to be high levels of pique or even resentment between neighbours directly on either side if these plans are approved., and this would not be conducive to any standard of community harmony, we fear. There are no winners in this situation, just losers in our view, given the impact on all of our daily lives.

Should this application be approved for some reason, we would be quite sure to carefully record the process and progress of the build operation for the potential benefit of other members of the community who are conflicted by the same or similar set of circumstances in the future.

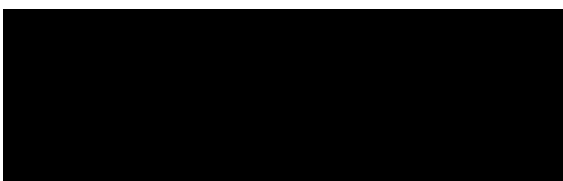
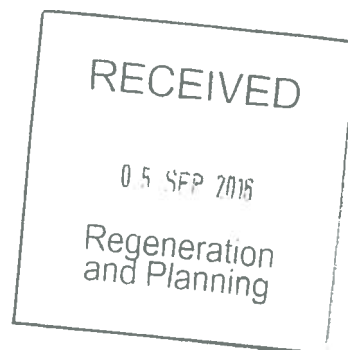
With respect to Members and Officers we are,

Yours faithfully,



Mr. Phillip & Mrs. Pamela Jones

10, Francis Road,  
Woodfield Heights,  
Barry CF62 9HH  
The Vale of Glamorgan



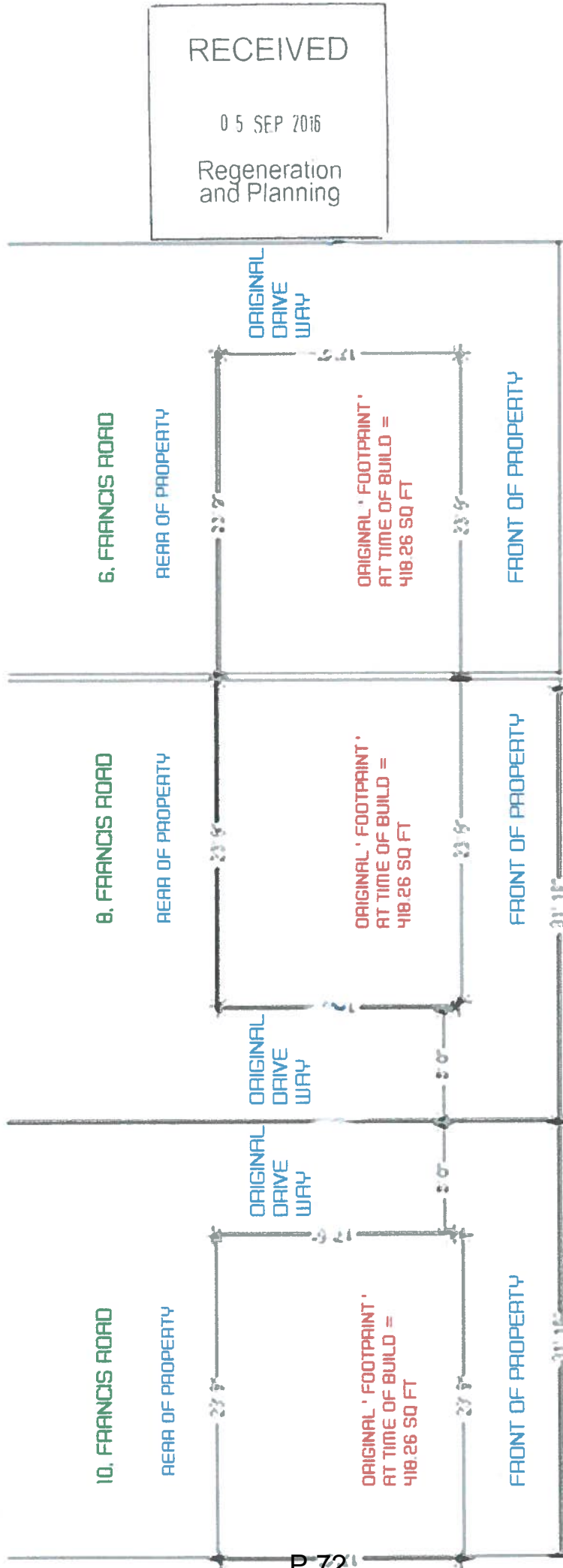
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DRAWING ONE  
PROPOSED 2016

9. FRANCIS ROAD - 2016/00649/FUL



\*\*\* PLEASE NOTE THAT THERE ARE NO SIDE IN-FILLING EXTENSIONS BETWEEN ANY OF THE PROPERTIES, EXCEPTING FOR SHORT FENCES SEPARATING FRONT & REAR GARDENS FOR PRIVACY AND SECURITY

ROW OF SEMI-DETACHED PROPERTIES CONTINUES ON THIS SIDE OF STREET FROM NUMBER 6 TO NUMBER 20



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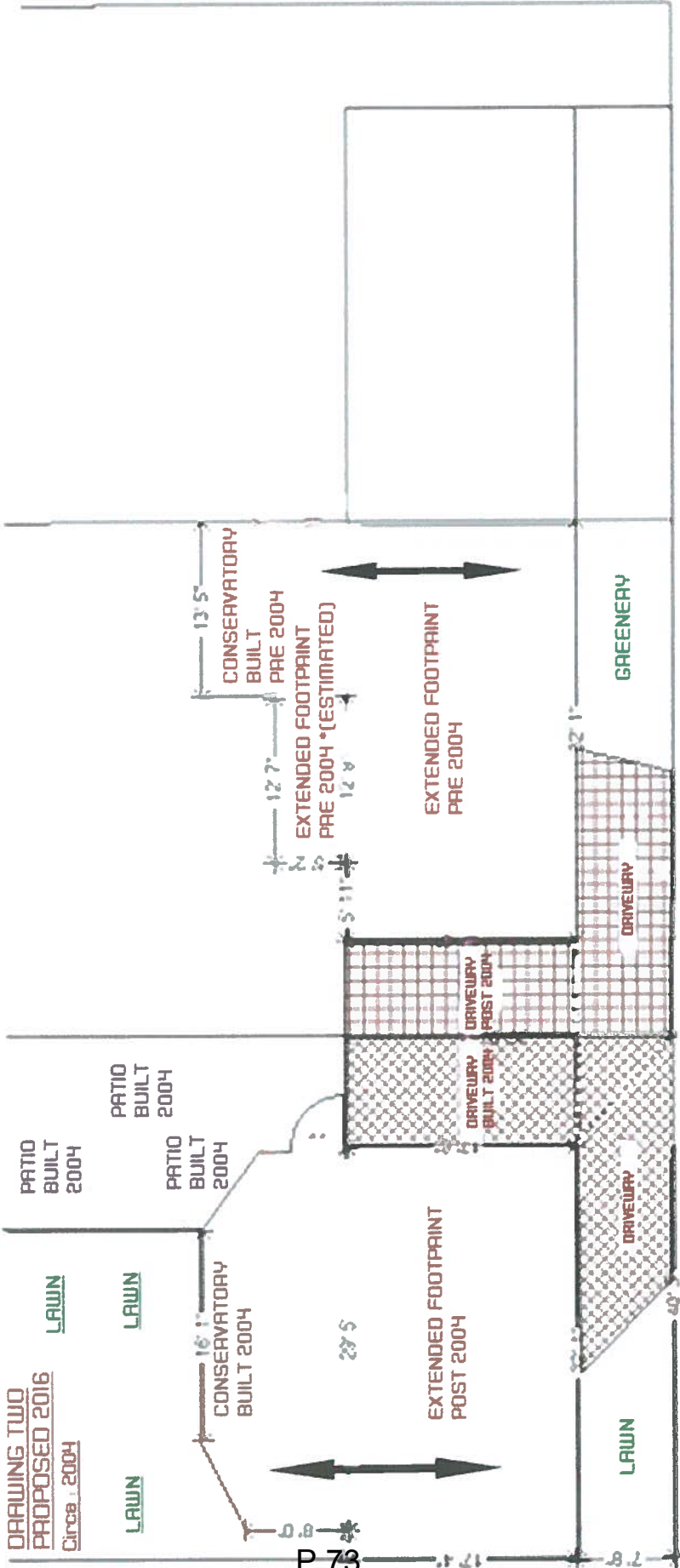
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6. FRANCIS ROAD

8. FRANCIS ROAD : 2016/00649/FUL

10. FRANCIS ROAD

DRAWING TWO  
PROPOSED 2016  
Circa 2004





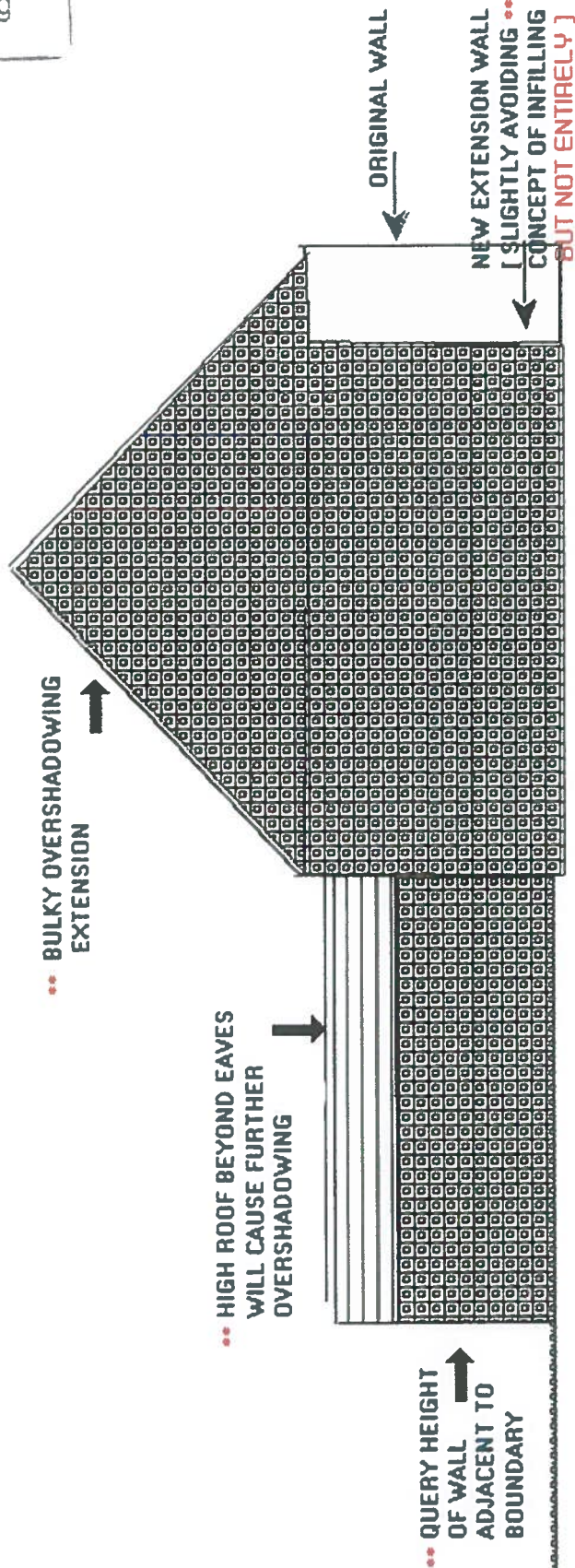
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8. Francis Road - 2016/00649/FUL

DRAWING FOUR  
PROPOSED 2016



20. Francis Road

18. Francis Road

11



Note no ugly, overshadowing Infills

16. Francis Road

14. Francis Road



Note no ugly, overshadowing Infills

16. Francis Road

14. Francis Road

Note no ugly, overshadowing infills

12. Francis Road

10. Francis Road

Note no ugly, overshadowing infills

14. Francis Road

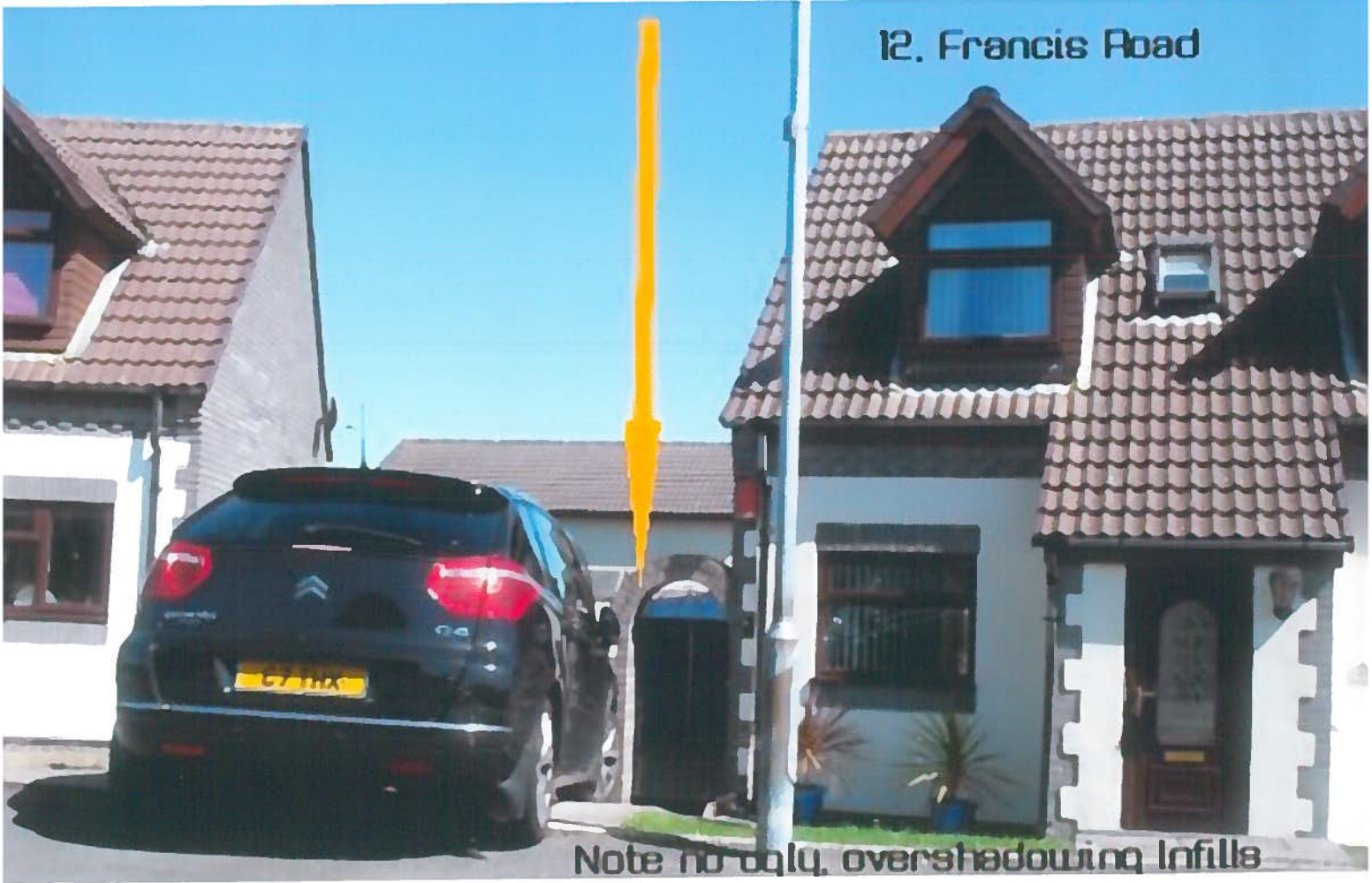
12. Francis Road

11



Note no ugly, overshadowing Infills

12. Francis Road



Note no ugly, overshadowing Infills

10. Francis Road

11



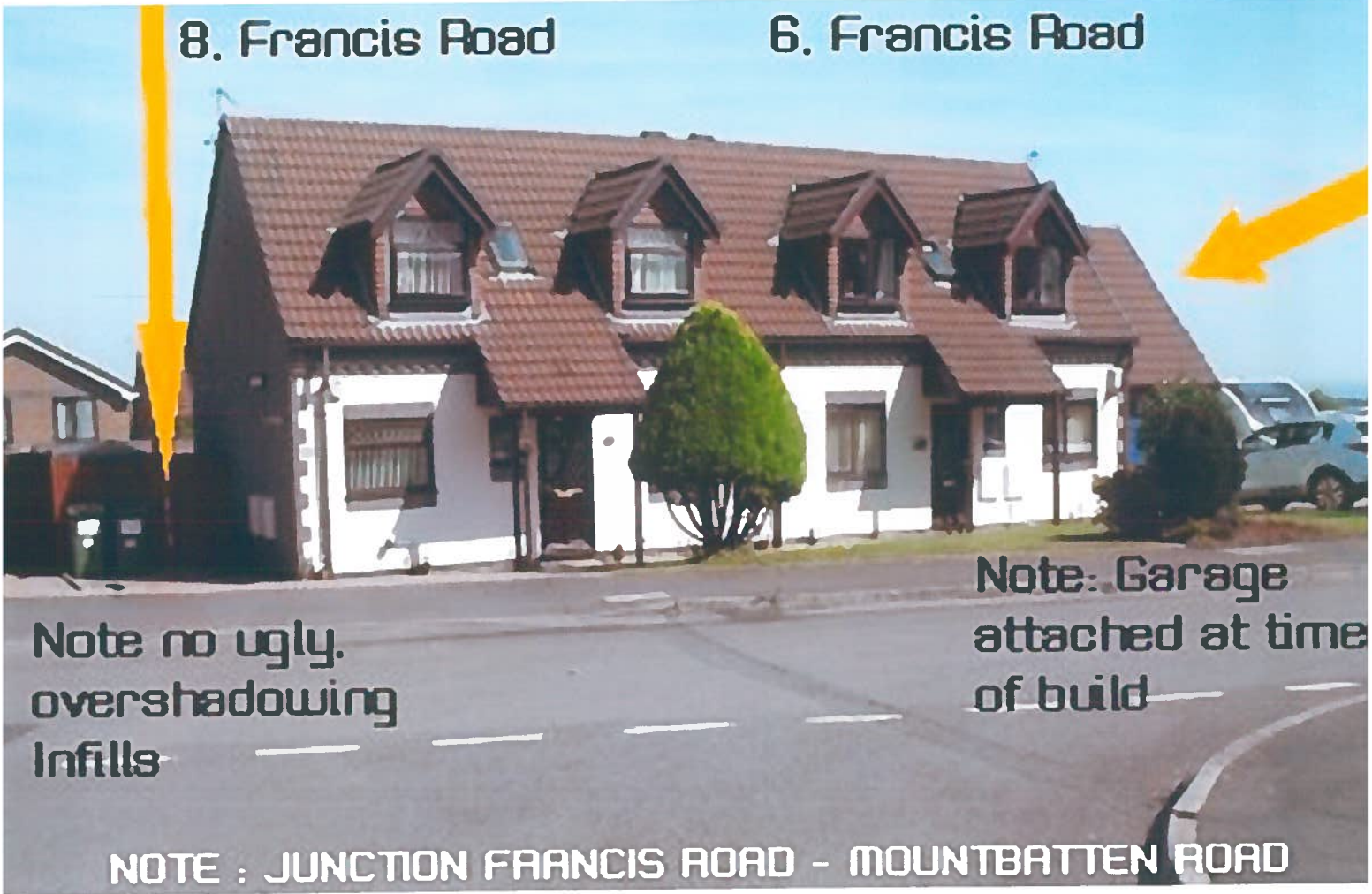
10. Francis Road

8. Francis Road



8. Francis Road

6. Francis Road



Note no ugly.  
overshadowing  
Infills

Note: Garage  
attached at time  
of build

NOTE : JUNCTION FRANCIS ROAD - MOUNTBATTEN ROAD





**SIGNIFICANT LIGHT LOSS & SHADOWING AS A RESULT OF TWO STOREY INFILLING**



**POTENTIAL DIFFICULTIES WITH MOVING GAS AND ELECTRICITY BOXES**

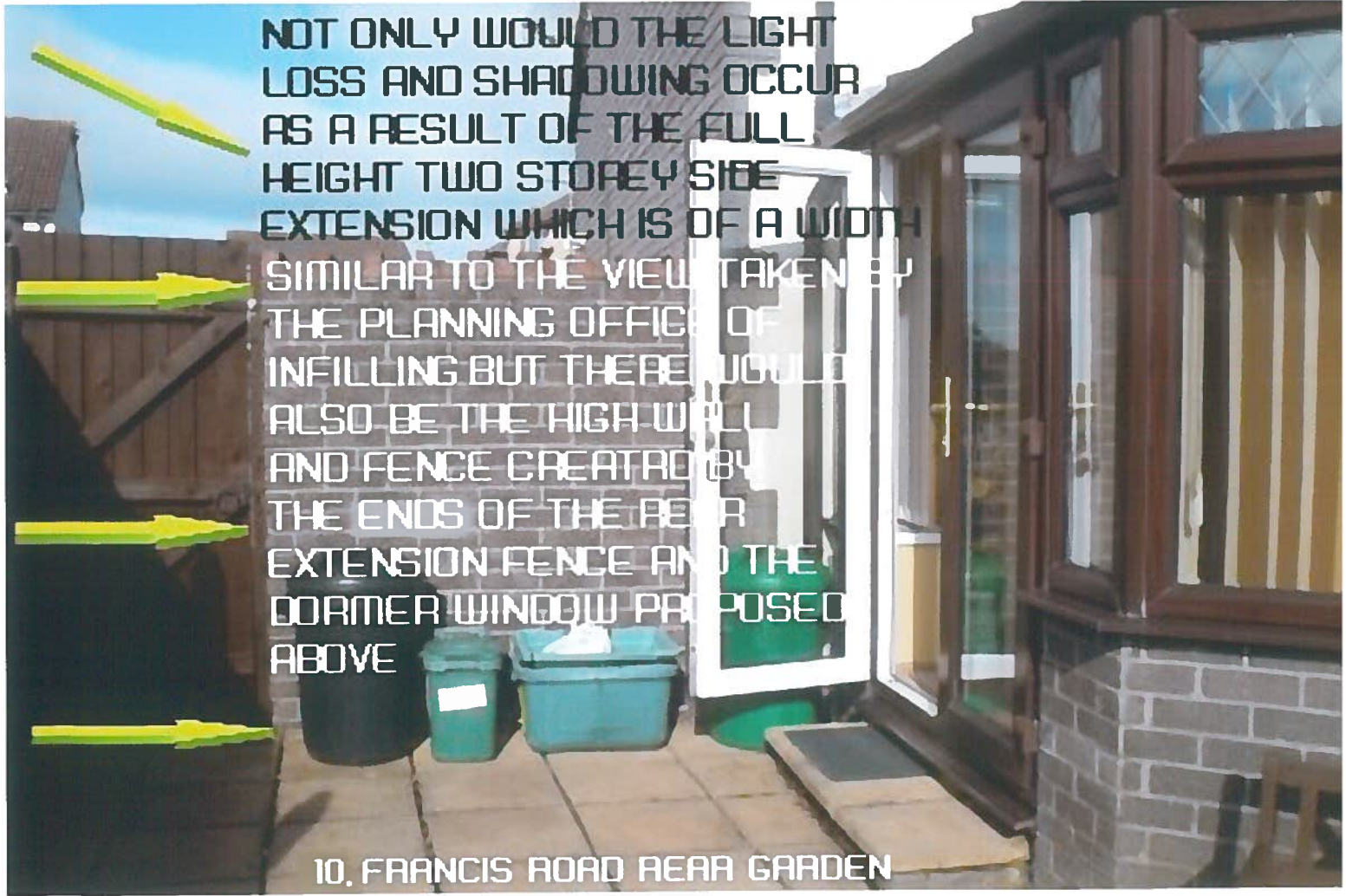


SIGNIFICANT  
LIGHT LOSS &  
SHADOWING AS  
A RESULT OF  
TWO STOREY  
INFILLING

LOSS OF ONE PARKING  
SPACE AS A RESULT OF  
TWO STOREY SIDE EXTENSION  
( \* SHOULD BE MINIMUM OF TWO PARKING SPACES )

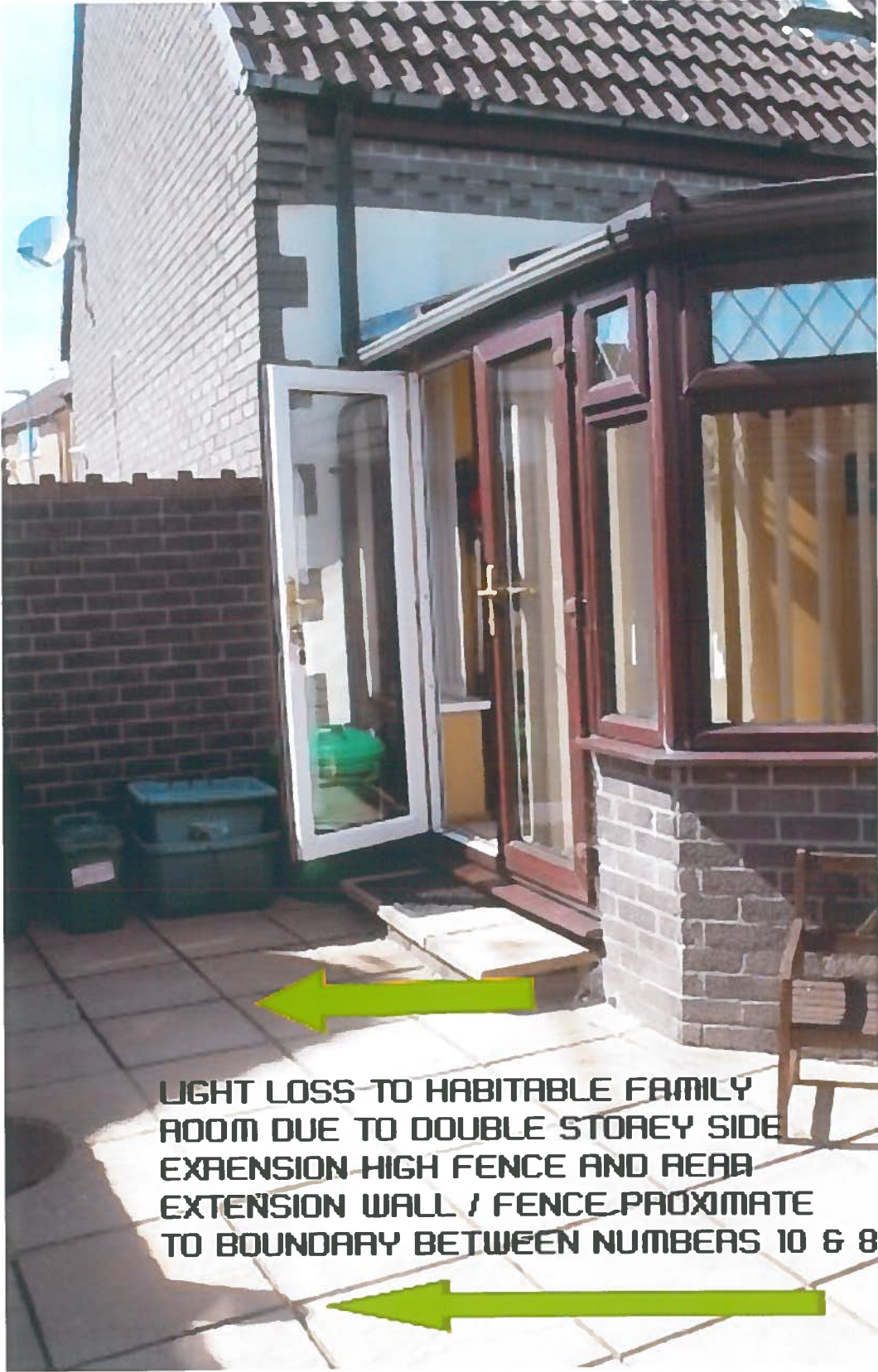


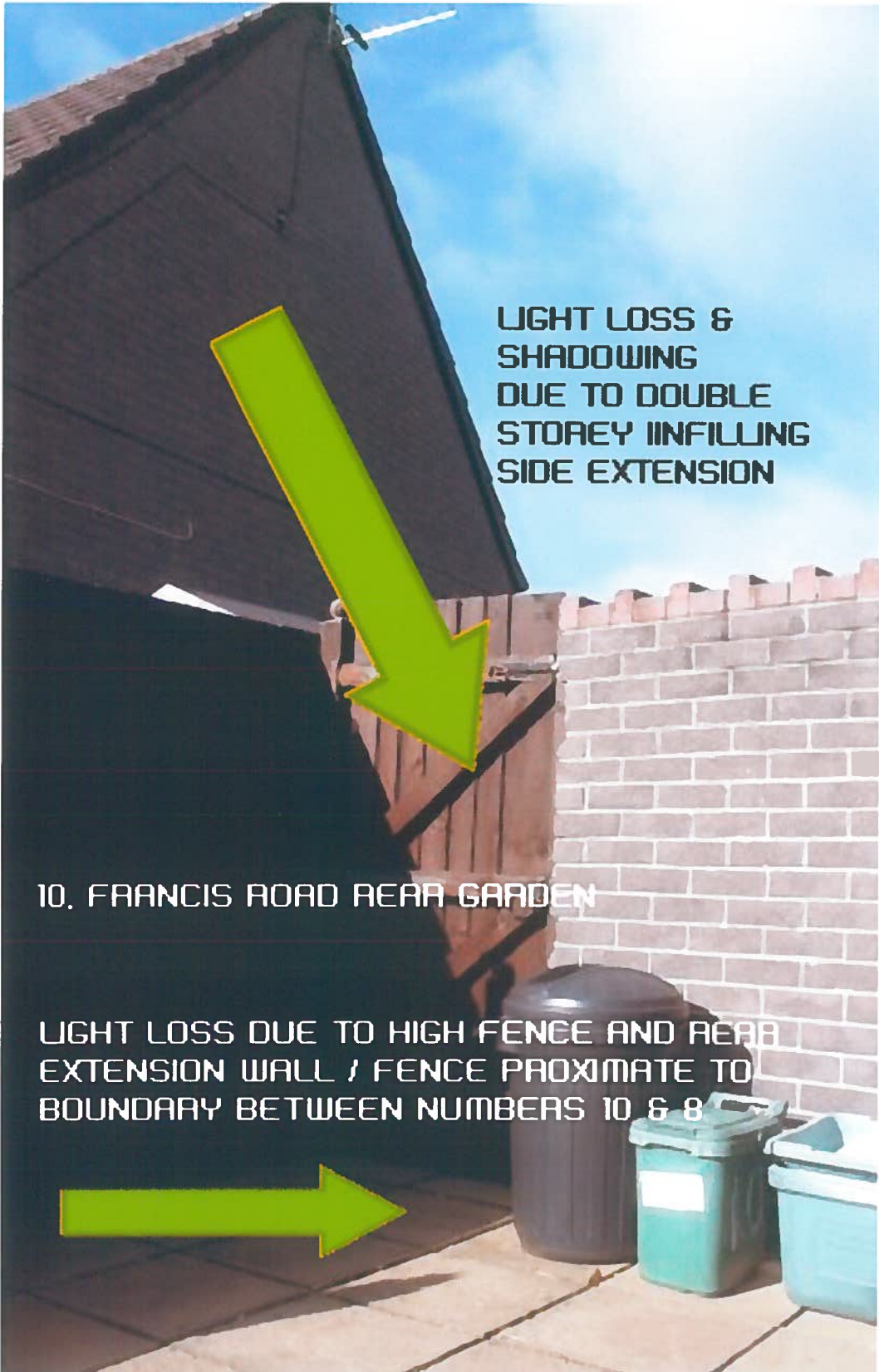
ALMOST CERTAIN  
LIGHT LOSS &  
SHADOWING TO  
CONSTANT-USE,  
HABITABLE FAMILY  
ROOM



NOT ONLY WOULD THE LIGHT  
LOSS AND SHADOWING OCCUR  
AS A RESULT OF THE FULL  
HEIGHT TWO STOREY SIDE  
EXTENSION WHICH IS OF A WIDTH  
SIMILAR TO THE VIEW TAKEN BY  
THE PLANNING OFFICE OF  
INFILLING BUT THERE WOULD  
ALSO BE THE HIGH WALL  
AND FENCE CREATED BY  
THE ENDS OF THE REAR  
EXTENSION FENCE AND THE  
DORMER WINDOW PROPOSED  
ABOVE

10, FRANCIS ROAD REAR GARDEN





LIGHT LOSS & SHADOWING DUE TO DOUBLE STOREY INFILLING SIDE EXTENSION

10. FRANCIS ROAD REAR GARDEN

LIGHT LOSS DUE TO HIGH FENCE AND REAR EXTENSION WALL / FENCE PROXIMATE TO BOUNDARY BETWEEN NUMBERS 10 & 8



**PROBABLE LIGHT LOSS TO  
HABITABLE, CONSTANT -USE,  
FAMILY ROOM**



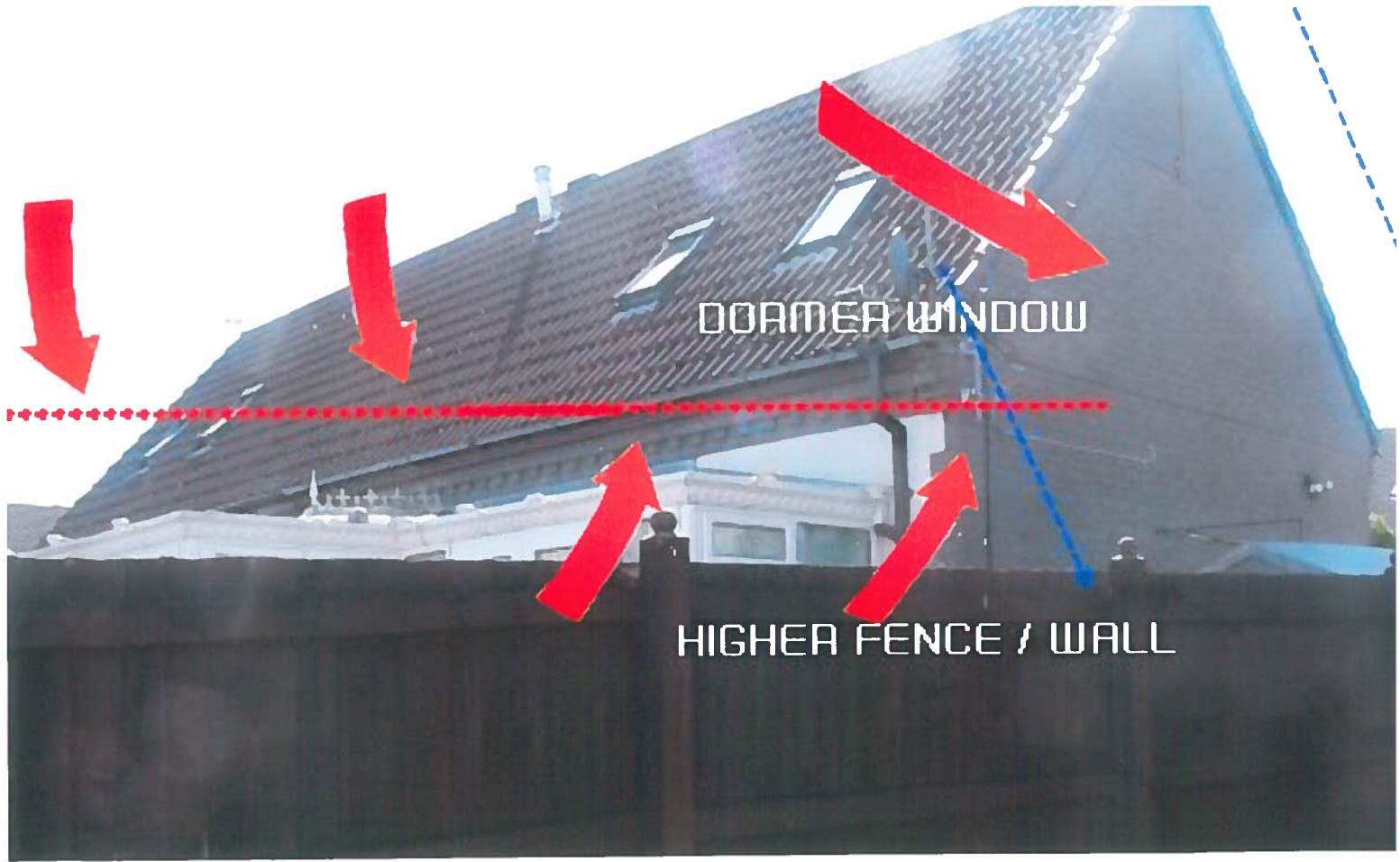
**VIEWS OF REAR GARDEN  
NUMBER 10, FRANCIS ROAD: A**



**VIEWS OF REAR GARDEN  
NUMBER 10, FRANCIS ROAD: B**



**VIEWS OF REAR GARDEN  
NUMBER 10, FRANCIS ROAD: C**







**OVERVIEW OF GARDEN AT REAR OF 8, FRANCIS ROAD**

APPROXIMATE SIZE OF VERY LARGE REAR EXTENSION WHICH REACHES ALMOST TO OUR BOUNDARY AT THE TAPERED END AND IS A LOT HIGHER THAN PREVIOUS PROPOSALS / PLANS. THIS PROPOSAL GOES BEYOND THE LIMIT OF THE PRESENT CONSERVATORY AND ASKS THE QUESTION OF HOW MUCH GARDEN REMAINS FOR DOMESTIC USAGE

THE PROPOSED SIDE EXTENSION JOINS TO THE REAR EXTENSION AND ABUTS TO MAKE A TWO STOREY BUILDING WHICH CONTAINS A DORMER WINDOW IN ADDITION



VIEW FROM REAR OF 10, FRANCIS ROAD



VIEW FROM FRONT OF 10, FRANCIS ROAD