

ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 30 MARCH 2017

Page	Application	Location	Item No.	Description
P.84	2016/01077/FUL	Pen Y Lan, Aberthin	1.	Letter from applicant responding to neighbour objection.
			2.	Letter of objection from local resident.
P.132	2016/01142/FUL	The Highlands, Old Barry Road, Penarth	3.	Objection from neighbour.
			4.	Comments from The Victorian Society objecting to the loss of the building.
P.216	2016/01330/RG3	Cosmeston Medieval Village, Cosmeston Country Park, Lavernock Road, Penarth	5.	Comments from Natural Resources Wales.
P.166	2016/01438/FUL	The Tower, Tower Hill, Penarth	6.	Comments from Committee Member of the Penarth Civic Society objecting.
P.182	2017/00044/FUL	Church Cottage, Aberthin Lane, Aberthin	7.	Comments from Highways and additional conditions suggested.
			8.	Comments from Cowbridge with Llanblethian Town Council objecting.
P.204	2017/00210/PNT	Dinas Powys Service Station, Cardiff Road, Dinas Powys	9.	Comments from neighbour objecting.

LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2016/01077/FUL	Case Officer: Helen Davies
Location: Pen Y Lan Road, Aberthin	
Proposal: Development of a three bedroom detached dwelling	

From: Applicants – Chris and Wendy Mumford

Summary of Comments:

The applicants responded to the most recent objections from the neighbours and their planning agent. They note that no new objections have been raised by neighbours and the applicants restate a number of points already raised, including that:

- The scale of the proposals have been significantly reduced and privacy will not be affected
- Plans provided by neighbours and claims related to boundaries are not accurate
- Quotes used from previous refusal are selective

They also state that they are willing to amend the plans to further increase the depth of the driveway if required.

Officer Response:

No new issues have been raised and all issues have been considered in the report.

Action required:

None – But it is noted that the applicant would be willing to further increase the depth of the driveway. However, the application has been assessed and the recommendation made on the basis of the current plans.

Late Reps - 2016/01077/FUL

Pen-y-Lan Road
Aberthin
Cowbridge
Vale of Glamorgan
CF71 7HB

Helen Davies, Planning Officer,
Vale of Glamorgan Council,
Civic Offices,
Holton Road,
Barry CF63 4RU

17 March 2017

Dear Helen,

Re: Infill Plot, Pen-y-Lan Road, Aberthin 2016/01077FUL

We have noticed on the Vale of Glamorgan Council portal that both the neighbours (Mr Oakley and Mr Taylor) continue to send in endless objections to this planning application, we were under the impression that the window for comments had closed.

Although there do not appear to be any new objections in their latest letters, there are some inaccurate assertions made which I would like to address.

1. Mr Oakley letter of 24/02/2017

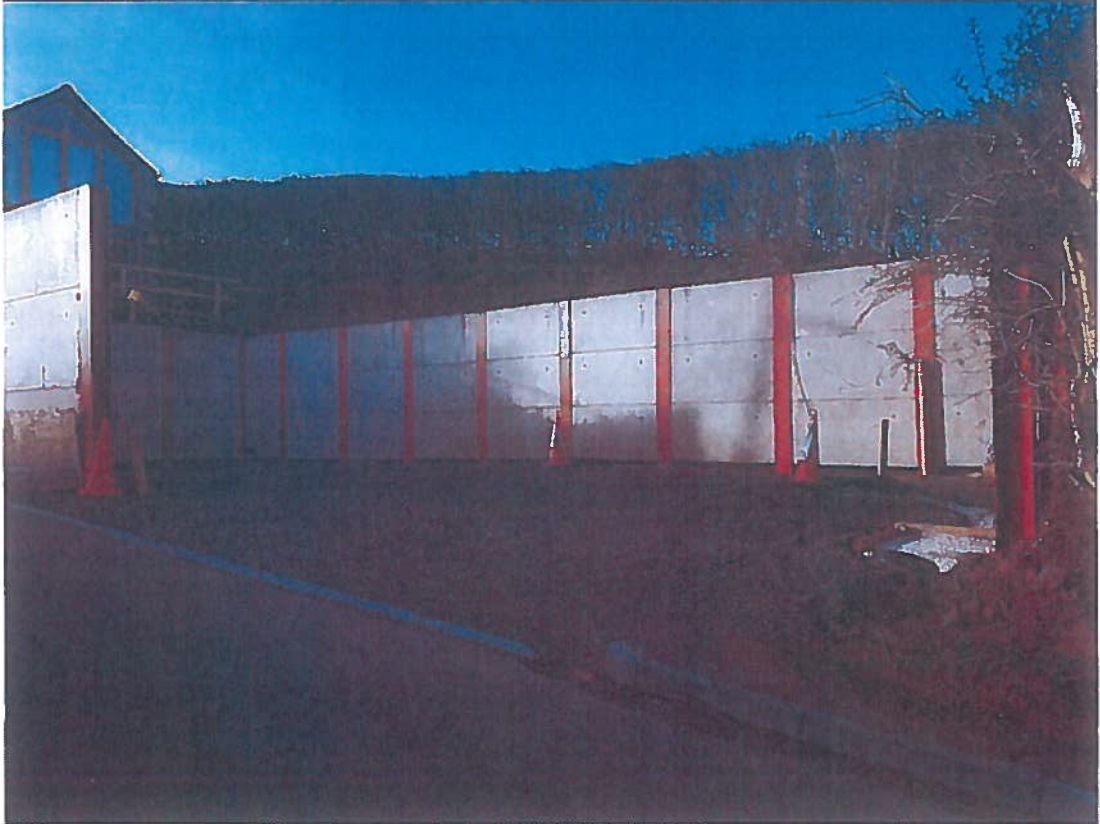
Mr Oakley alleges there has been no change in scale and mass. The house has been reduced substantially in scale and mass from the previous application, the footprint is now only 74sq metres.

Mr Oakley alleges the plans are inaccurate, yet he produces no evidence. Detailed drawings have been submitted by our architect which were prepared from Land Registry plans, the topographical survey and from site visits.

Mr Oakley alleges privacy issues have not been dealt with. Privacy issues have been fully addressed and comply with the Vale of Glamorgan Council recommendations on size and distance from neighbouring properties.

Mr Oakley claims ownership of the hedge between Pen-y-Bryn and our field. This is incorrect, the entire hedge is in our field and it is owned and maintained by us. He does often push the boundaries of his ownership and recently removed half the width of the hedge and the bank it was growing from to accommodate his latest construction (see photos below).

Finally, and perhaps most telling, Mr Oakley has submitted photographs which appear to have been taken some considerable time ago. This is misleading and he even has the gall to say "*The boundary hedge within Pen-y-Bryn plot has been recently cut back whilst construction work has been carried out.*" In fact, the entire hedge has been destroyed and replaced with a huge concrete wall. It will be impossible to re-plant a hedge and the wall encroaches into adopted highway.



3. Letter from Jinny Jones dated 20 February 2017

Ms Jones acts on behalf of Mr Oakley and Mr Taylor as a planning consultant. Her letter refers to further objections but it appears to be a re-run of the previous objections:

Principle of Development – Ms Jones is quoting from the previous planning decision however; her quotes are selective and she refers to sections that fit ~~her~~ her arguement. The document must be read as a whole to understand which parts of ~~the previous~~ the previous application it relates to. Ms Jones is still arguing against development in the open countryside but she is still relying on the incorrect policy (Hous 2).

Visual Amenity and Listed Building – Ms Jones claims that properties alongside are detached properties set within relatively spacious gardens, that is clearly not the case. Mr Taylor (Tyn-y-Tyla) has constructed his house on what little garden he previously had, he does not have planning permission to use the triangle of land to the rear as his garden. As for Mr Oakley (Pen-y-Bryn), please see the photographs above!

Ms Jones also refers to the grade II listed status of Pen-y-Bryn, again I would refer you to the photographs above and the fact that Mr Oakley has made substantial changes to this property in recent years. Please also note that the application has been considered by CADW and no objections were raised.

Residential Amenity – The issue of the bedroom window at Tyn-y-Tyla is addressed above. Please note that the proposal does not overlook any gardens on Pen-y-Bryn or Tyn-y-Tyla because there are no gardens either side to overlook, please see photographs above.

The window on the SE side of the proposal cannot overlook the windows at Pen-y-Bryn for the following reasons: Pen-y-Bryn is approximately 30 metres from our boundary and the window is at least 4 metres lower than the windows at Pen-y-Bryn. In addition, Mr Oakley has erected a huge steel and concrete boundary wall around the perimeter of Pen-y-Bryn (see photos above).

Ms Jones questions the amenity space provided by the proposal but offers no evidence to counter our architect's submissions. Prior to the removal of the garage on the site, there was 164 sq metres of amenity space of which 72% is private. That figure will have increased following the removal of the garage from the proposal to meet the Highway's Engineers request.

Highways – All highways issues have been considered by the Vale of Glamorgan Council's highway's Engineer and complied with. We have submitted all required Land Registry documentation demonstrating our ownership of the land for the proposed dwelling.

4. Highway Engineer's comments of 15 February

Mr Harrison has made a further request that the driveway be increased from 9.2 metres to 11 metres. We agree to this request and have asked our architect to update the drawings.

We understand that our application is listed for consideration by the Planning Committee on 30 March. If there are any issues that you require us or our architect to address, please let us know.

(2)

LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2016/01077/FUL	Case Officer: Helen Davies
Location: Pen Y Lan Road, Aberthin Proposal: Development of a three bedroom detached dwelling	

From: David Schofield (Not a local resident but a regular user of the road)

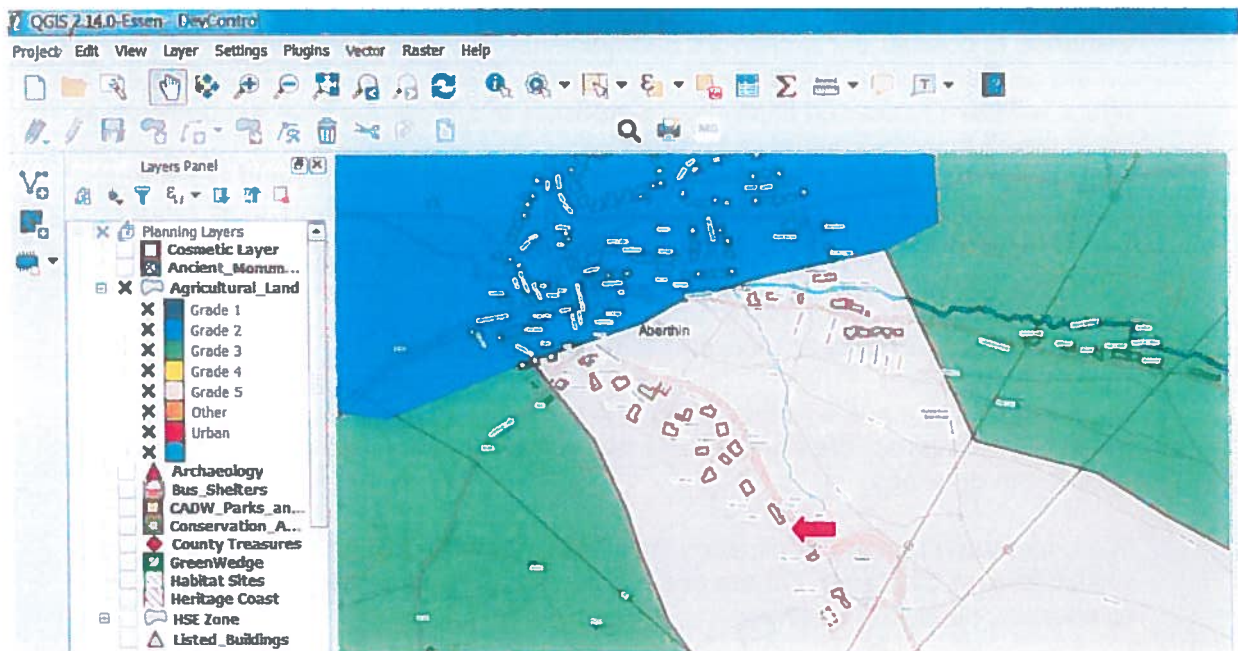
Summary of Comments:

Mr Schofield objected to the proposals on the following basis:

- Highway safety – Steep, fast road with bends and no pavements; Application doesn't allow vehicles to access and egress in forward gear; Can't achieve visibility splay; Highway boundary disputes.
- Agricultural land classification – Mr Schofield claims that the land is grade 3 not grade 5 as stated in the committee report and hence needs to be protected as 'best and most versatile agricultural land'.
- Unsustainable location
- Loss of light and privacy for neighbouring properties
- Property too close to the road so negative impact on streetscene.

Officer Response:

The agricultural land classification has been identified using the Development Control GIS mapping system. The extract below shows that the site and the land immediately around it is designated as Grade 5.



Highways safety, the sustainability of the location, neighbouring amenity and the streetscene have all be fully considered in the report.

Action required: No action required

[REDACTED]

From: David Schofield [REDACTED]
Sent: 29 March 2017 11:57
To: Davies, Helen
Subject: RE: 2016/01077/FUL

Hi Helen

Thank you for your help to date.

Please would you report the following details to Planning Committee as late representations.

I am sorry for not having made this information available to you earlier, I have followed this application online since I saw the planning notice at the proposed site and having thoroughly appraised the documents on the website believed that the application would be refused. However since it has become apparent that the recommendation is to allow the permission I have decided that I need to make the following comments.

Perhaps to start with I should state that I do not live in the immediate vicinity, however I do use this road on a very regular basis and would therefore be directly affected by this proposal.

My initial and main concerns is regarding highway safety, however, having spoken at length with the owner of a neighbouring property and having read your report I will go on to make several further observations.

Highway Safety

Pen y Lan road is a very steep road with sections of it being unclassified and therefore a 60 MPH speed limit applies with other parts being 30 MPH. The application site is just within a 30 MPH limit.

The road is unusual owing to its steepness and the sharp bends, it has no pavements but is well used by pedestrians, cyclists and horse riders. In winter it is often very dangerous as it is rarely gritted in icy conditions.

The proposed property layout does not allow for vehicles to enter and leave in a forward gear, this is not acceptable from a safety perspective. Of additional concern is that fact that it is not possible to achieve visibility splays that are within the control of the applicant. I understand that there has been some dispute over where the exact boundary lies and that you have uploaded a document to show where you believe the road and verge end

and although it does not look quite correct, it appears to favour the applicant, I am happy to accept that it is near enough correct for this purpose.

Your highways limit sketch was uploaded to the website on 8th March however Paul Harrison made his comments in relation to the visibility splays on 15th February. He could not therefore have taken the correct boundary into account and therefore you should ascertain his view on the actual layout prior to the Planning Committee meeting. If it is not possible to provide sufficient visibility splays which are under the control of the applicant then the application should be refused.

In addition to the above you are recommending approval knowing that the vehicles will either have to reverse onto or off the driveway. You are aware that this is a safety issue however you state that it would be hard to justify refusal as the neighbouring property Tyn y Tyle was allowed permission under application 2003/00880/FUL for the same purpose.

I have researched that application and believe you are incorrect in your interpretation of that permission. That application was to allow a substantial extension to the property, to demolish the existing garages and to integrate new garages into the new extension. The garages that were demolished were actually closer to the road than the new garage is now. Previously there were four car parking spaces and four were retained under that application. Whilst permission was granted for the current setup, and I agree that it is grossly substandard, it was actually betterment over what previously existed and therefore became acceptable in planning terms. It appears the Planning Officer at the time may have made an error in including the highway verge in his calculations, or, it is possible that he allowed use of the verge as it had Grandfather Rights as it had been used for parking previously for an extended period of time and was therefore immune from enforcement. I am not able to establish which of these apply however the outcome is the same, Tyn y Tyla has permission to use inappropriate access arrangements. The same mistake should not be repeated on this new application simply because of 2003/00880/FUL as that application provided betterment over the existing arrangements.

Agricultural Land Classification.

You state in your report that this land is grade 5. I cannot find any documentary evidence to back up your statement. If you have satisfactory proof that the site and fields behind are grade 5 then please disregard the remainder of this comment.

I have attached a section of the only land grade information that I have, the widely available ALC map which does not subdivide grade 3 land into grade 3a and 3b. Green is shown on the map as grade 3 and brown as 5.

There is a clear delineation on this map, I believe Pen y Lan Road to be the border between grades 3 and 5 with the application site falling within the grade 3 area. This makes logical

sense as the common land to the east is uncultivated whereas the land to the west is cultivated into field parcels.

I have also attached an old map showing the approximate position of the plot, this should help you establish where you believe the boundary of grade 3 and 5 are.

You will be aware that this map should only be used for strategic planning and is not suitable for identification of individual sites.

This site is of particular importance as it is the best access available to the large fields behind. As it will limit access to such an extensive area of what is possibly Best and Most Versatile land then Planning Policy Wales 4.10.1 should be considered:-

“In the case of agricultural land, land of grades 1, 2 and 3a of the Department for Environment, Food and Rural Affairs (DEFRA) Agricultural Land Classification system (ALC)18 is the best and most versatile, and should be conserved as a finite resource for the future. In development plan policies and development management decisions considerable weight should be given to protecting such land from development, because of its special importance. Land in grades 1, 2 and 3a should only be developed if there is an overriding need for the development, and either previously developed land or land in lower agricultural grades is unavailable, or available lower grade land has an environmental value recognised by a landscape, wildlife, historic or archaeological designation which outweighs the agricultural considerations. If land in grades 1, 2 or 3a does need to be developed, and there is a choice between sites of different grades, development should be directed to land of the lowest grade.”

Allowing this property permission could make farming in the fields to the rear unsustainable and therefore contrary to the above policy. This policy also follows through into local policy where there is a presumption in favour of preservation of BMV land.

For the above reasons the application should be refused unless it can be demonstrated that the proposed property will not affect BMV land.

Unsustainable Location

The property is positioned in an unsustainable location that promotes use of the motor car. This is contrary to policy. The nearest publically accessible transport is in the village of Aberthin which is accessed through a very steep road which has no pavements. This cannot be said to be satisfactory and therefore the location is unsustainable and permission should be refused.

Loss of Light & Privacy

I have spoken with the neighbour at Tyn y Tyle, Mr Taylor who allowed me to make the attached sketch of his property showing the position of his bedroom window and I have added the ground position of the adjacent plot.

I note in your report that you say this issue could be made the subject of conditions.

It is an unusual situation where a walkway is located at such a high elevation to an adjacent property and although this is not a direct window to window view it should be treated as such and the adopted Amenity Standards SPG of 21m should be considered as the starting point in this case.

The only way to adequately screen the bedroom window would be by erecting a fence, this would need to be just 4.0m from this bedroom window and would need to be 1.8m high to give adequate privacy.

There is no doubt that this would lead to a very serious loss of light and overshadowing to such an extent that this fence would never be allowed using a conditions application.

Given the above this should be considered as part of the actual application and not left to conditions and is sufficient reason alone to refuse this application.

Streetscene

This property will be extremely close to the road, it will be viewed as only being 1.25m from the road as the adjacent verges are generally viewed as being part of the carriageway makeup.

Additionally there are steps to the front of the property which will be virtually on the site boundary allowing no room for softening of the streetscene by way of planting. The property is extremely large for such a small site and will appear to be overbearing in the extreme on the overall streetscene.

Furthermore as already stated there are no visibility splays under the applicants' control, to allow planting in an attempt to make this application acceptable would be irrational.

The issue of the streetscene should be fully explored at this stage and the application refused due to the impact being too high. It is not acceptable to leave this important issue to be considered using the conditions procedure.

I hope you will take these comments into consideration when determining this application.

Yours sincerely,

David Schofield



From: Colin Mock [Redacted]
Sent: 28 March 2017 17:13
To: Planning
Subject: Application 2016/01142/FUL - The Highlands, Old Barry Road, Penarth

Dear Mrs Pritchard,

Objections to the above development.

Regarding the above as our drive is on a steep slope we think the access to the new site is too near our access.

I would have thought it would have been on the straight before Mrs M Berni's property which would have been a lot safer.

Yours sincerely

Colin Mock
No 3 Old Barry Road

LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2016/01142/FUL	Case Officer: Mrs. Y. J. Prichard
Location: The Highlands, Old Barry Road, Penarth	
Proposal: Demolition of detached two storey dwelling house, two storey coach house and single storey garages, and replacement with 8 No. two storey, four bedroom detached houses with double garages, and 3 No. affordable units, served by extended adopted highway and new private driveway	

From:

The Victorian Society

Summary of Comments:

Maintain their objections to the loss of the building and recommend refusal.

Also recommend that the Council include the building on its Local List.

Officer Response:

The issues relating to demolition of the existing building are covered in the report.

Action required:

None.

From: James Hughes (The Victorian Society) [REDACTED]
Sent: 22 March 2017 17:18
To: Planning & Transportation (Customer Care)
Cc: Elaine Davey (elainemdavey@gmail.com); Lucie Carayon (lucie.carayon@ancientmonumentsociety.org.uk); Thomas, Peter DJ
Subject: 2016/01142/FUL: The Highlands, Old Barry Road, Penarth
Attachments: Penarth, Old Barry Road, The Highlands 2016-11-015.pdf

Dear Ms Prichard

RE: The Highlands, Old Barry Road, Penarth (late C19); application for the demolition of the buildings and the erection of eight new dwellings and three affordable units

Our ref: 2016/11/015

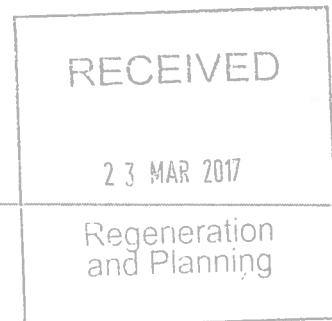
Thank you for your email of 7 March notifying the Victorian Society of the amended plans that have been received in respect of this application. Given that the revised proposal makes no attempt to address our concerns, outlined in my letter of 18 November last year (a copy of which is attached), we maintain our objection to the application. The Highlands is a characterful historic building of high local importance: its demolition would deprive the area of one of its most significant buildings and would harm the quality and interest of the local environment. Given the large plot on which the building is situated, which should permit the Highlands to be retained as part of the redevelopment of the site, its loss cannot be demonstrated to be necessary. We recommend that the Council refuses this application consent.

I also wish to take this opportunity to reiterate our recommendation that the Council inscribes the building on its Local List: since we first suggested it last year has this possibility been explored?

I would be grateful if you could inform me of your decision in due course.

Yours sincerely

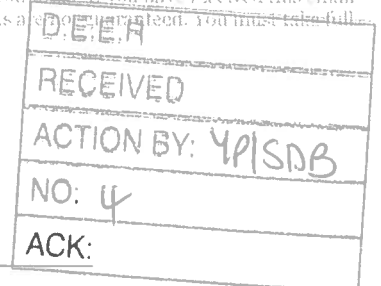
James Hughes



James Hughes
Senior Conservation Adviser
The Victorian Society
1 Priory Gardens
London W4 1TT

Telephone 020 8994 1019
Direct Line 020 8747 5892
victoriansociety.org.uk
Sign up for our newsletter!

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THE VICTORIAN SOCIETY
The champion for Victorian and Edwardian architecture

Yvonne Prichard
Regeneration and Planning
Vale of Glamorgan Council
Civic Offices
Barry Docks
BARRY
CF63 4RT

Your reference: 2016/01142/FUL
Our reference: 2016/11/015

18 November 2016

developmentcontrol@valeofglamorgan.gov.uk

Dear Mrs Prichard

RE: The Highlands, Old Barry Road, Penarth (late C19); application for the demolition of the buildings and the erection of nine new dwellings

Thank you for consulting the Victorian Society on this application. We strongly object to the proposed demolition of the Highlands, which would deprive the area of a distinguished Victorian dwelling of the sort that characterises the area and which could be easily adapted to provide the sort of residential accommodation the applicant desires.

Whether or not the Highlands was designed, as it is rumoured to have been, by the eminent *John Coates Carter*, it is evidently the work of a highly accomplished architect. The building is generously proportioned and handsomely detailed. Its galleried, conically-roofed tower is particularly pleasing. Overall it is a fine and highly characterful building, and of the sort that defines Penarth's unique character and identity. We recommend that the Council inscribes the building on its list of County Treasures, the criteria for which it certainly fulfils.

In order to preserve both the special character of the area and a building of high local significance the demolition of the Highlands should not be permitted. As we note above – and as others have argued – the redevelopment of this site is not dependent on the demolition of the historic building. While the erection of dwellings in its grounds would do nothing for its setting, we could certainly concede to such an approach if it allowed for the retention of the historic structure, which could then be sympathetically subdivided into flats.

If Penarth's special character is to be sustained then the demolition of the Highlands, and others like it, must not be consented. We strongly object to this application and urge the Council to either refuse it consent or to work with the applicant to develop a scheme that preserves the building as part of a more sympathetic redevelopment of the site.

I would be grateful if you could inform me of your decision in due course.

RECEIVED

23 MAR 2017

Regeneration
and Planning

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HRH The Duke of Gloucester KG, GCVO
President
The Lord Briggs
Chair
Professor Hilary Grainger

Vice Presidents
Sir David Cannadine
The Lord Howarth of Newport CBE
Sir Simon Jenkins
Griff Rhys Jones
Fiona MacCarthy OBE

1 Priory Gardens, London W4 1FF
Telephone 020 8994 1019
admin@victoriansociety.org.uk
www.victoriansociety.org.uk

Yours sincerely

James Hughes

Senior Conservation Adviser

cc Lucie Carayon (Ancient Monuments Society)

Peter Thomas (Vale of Glamorgan Council)

Elaine Davey

5

LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2016/01330/RG3	Case Officer: Mrs. Y. J. Prichard
Location: Cosmeston Medieval Village, Cosmeston Country Park, Lavernock Road, Penarth	
Proposal: Change of use of two barn buildings (Tithe Barn and Reeves Barn), forming part of Cosmeston Medieval Village, to allow civil marriages and wedding events	

From:

NRW

Summary of Comments:

No objection.

Officer Response:

None.

Action required:

None.



**Cyfoeth
Naturiol
Cymru
Natural
Resources
Wales**

Ein cyf/Our ref: **CAS-30573-V5H2**
Eich cyf/Your ref: **2016/01330/RG3**

Rivers House
St Mellons Business Park
Fortran Road
Cardiff
CF3 0EY

Ebost/Email:
southeastplanning@cyfoethnaturiolcymru.gov.uk
Ffôn/Phone: 03000 653 091

FAO: Yvonne Pritchard

The Vale of Glamorgan Council
Development Control
Docks Office
Subway Road
Barry
CF63 4RT

23 February 2017

Annwyl Syr/Madam / Dear Sir/Madam,

CHANGE OF USE OF TWO BARN BUILDINGS (TITHE BARN AND REEVES BARN), FORMING PART OF COSMESTON MEDIEVAL VILLAGE, TO ALLOW CIVIL MARRIAGES AND WEDDING EVENTS AT COSMESTON MEDIEVAL VILLAGE, COSMESTON COUNTRY PARK, LAVERNOCK ROAD, PENARTH.

Thank you for consulting us on the above application, which we received on the 10 March 2017.

We do not object to the application as submitted and provide you with our advice below.

Flood Risk

The application site lies partially within Zone C2 as defined by the Development Advice Map (DAM) referred to under Technical Advice Note 15: Development and Flood Risk (TAN15) (July 2004). Our Flood Map, which is updated on a quarterly basis, confirms the site to be within the 1% (1 in 100 year) and 0.1% (1 in 1000 year) annual probability fluvial flood outlines of the Sully Brook, a designated main river.

Given the scale of the proposed development (and in the absence of a flood consequence assessment) we consider the risk could be acceptable subject to the developer being made aware of the potential flood risks, and advised to install flood-proofing measures as part of

the development. However, your Authority may wish to consider access/egress arrangement should a flood event occur.

We suggest you consult other professional advisors (e.g. Emergency Planners, Emergency Services, Building Control) on the acceptability of proposals and on matters we cannot advise on, such as, emergency plans, procedures and measures to address structural damage that may result from flooding. Please note, we do not normally comment on or approve the adequacy of flood emergency response and procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement during a flood emergency would be limited to delivering flood warnings to occupants/users.

In areas at risk of flooding, we recommend that consideration be given to the incorporation of flood resistance/resilience measures into the design and construction of the development. These could include flood barriers on ground floor doors, windows and access points, implementation of suitable flood proofing measures to the internal fabric of the ground floor, and locating electrical sockets/components at a higher level above possible flood levels.

We refer the applicant to our website for further advice and guidance available here: <http://naturalresourceswales.gov.uk>.

Foul Drainage

We note that foul drainage connection will be to an existing septic tank and no new foul drainage is proposed. Due to the close proximity to the Cosmeston Lakes SSSI, should this proposal change, we would wish to be re-consulted.

Other Matters

Our comments above only relate specifically to matters that are included on our checklist Natural Resources Wales and Planning Consultations (March 2015) which is published on our website at this link (<https://naturalresources.wales/planning-and-development/planning-and-development/?lang=en>). We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance. The applicant should be advised that, in addition to planning permission, it is their responsibility to ensure that they secure all other permits/consents relevant to their development.

If you have any further queries, please do not hesitate to contact us.

Yn gywir / Yours faithfully

Lindy Barratt

Ymgynghorydd Cynllunio Datblygu/ Development Planning Advisor
Cyfoeth Naturiol Cymru / Natural Resources Wales

[REDACTED]

From: South East Planning [REDACTED]
Sent: 23 March 2017 15:48
To: Prichard, Yvonne J
Subject: 2016/01330/RG3 - Cosmeston Medieval Village, Cosmeston Country Park, Lavernock Road - NRW Response NRW:01181188
Attachments: 2016 01330 RG3 - Cosmeston Medieval Village, Cosmeston Country Park.pdf

Dear Yvonne

Please find attached our response to the above application, if you have any queries please do not hesitate to contact me.

Kind Regards
Lindy Barratt

Tîm Cynllunio Datblygu / Development Planning Team
Cyfoeth Naturiol Cymru / Natural Resources Wales

Ffôn / Tel: 03000 653091

Gwefan / Website: www.cyfoethnaturiolcymru.gov.uk / www.naturalresourceswales.gov.uk

Ein diben yw sicrhau bod adnoddau naturiol Cymru yn cael eu cynnal, eu defnyddio a'u gwella mewn modd cynaliadwy, yn awr ac yn y dyfodol.

Our purpose is to ensure that the natural resources of Wales are sustainably maintained, enhanced and used, now and in the future.



From: Anne Greagsby [redacted]
Sent: 29 March 2017 12:00
To: Planning & Transportation (Customer Care)
Subject: Late Reps to 30 March planning committee 2016/01438/FUL

Late Reps to 30 March planning committee 2016/01438/FUL

The Tower, Tower Hill, Penarth

We object strongly to this development for its harm to the Conservation Area. As the Conservation Officer stated in the public meeting with Penarth Civic Society in January, the Courts have established that "special regard" has to be paid to preserving the setting of listed buildings. The Tower is both linked to the Coastguard cottages (hiostorical setting) but also part of their physical setting, as is also the whole Tower Hill lane.

The officer report is wrong to judge the proposed changes as "acceptable"; the test is whether they preserve or enhance the setting of the listed buildings. They fail this test.

ENV17 says any development whcih has a detrimental effect on the spcial character, appearance or setting ... will not be permitted". Thiis also excludes the officers' "acceptable" reasoning.

The Report is wrong to omit *Planning Policy Wales* where it underpins our Conservation Area policy:

6.5.17 Should any proposed development conflict with the objective of preserving or enhancing the character or appearance of a conservation area, or its setting, there will be a strong presumption against the grant of planning permission.

This is how Welsh policy backs up the word "special" in the Conservation Area definition as

"an area of *special* architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".

The definition as County Treasure shows the Coastguard Tower does have "special" historic as well as architectural interest. The draft update to PPW does cover our County Treasures in this way.

Current UDP policy ENV 20 permits alterations only where they "preserve or enhance the character of the Conservation Area". The proposed extensions being large and obtrusive and being of modernist design neither preserve or enhance the character of this part of the Conservation Area, with its particular charm and visible/historical value.

That the Council's Conservation Officer is reported as having "no objection" is alarming. He doesn't argue the proposal has no impact or positive impact. He explained at the Civic Society meeting that as changes had previously been approved, he intended to allow bigger changes with more obtrusive impacts this time. That view does not comply with the legal criteria above, so must be disregarded. The Civic Society's view was that the existing mainly-glass extension could be removed, and not replaced by any modern-style extensions, so should not have been quoted as half-supportive.

The report's argument for use of contemporary (modernist) design:

to provide a clear distinction between the traditional and modern elements of the building. Such an approach was, and remains, the more appropriate in relation to the historic character of the host building.

is unacceptable.

This has no basis in the legislation. Shoe-horning modernist development into our Conservation Area cannot be "more appropriate" than a design in "sympathy" with existing buildings. This statement makes a mockery of Conservation Area objectives and legislation. It needs to be rejected.

Anne Greagsby
3 Penarth Head Lane, Penarth CF63 1BB
Committee member, Penarth Civic Society

LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2017/00044/FUL	Case Officer: Mr. Robert Lankshear
Location: Church Cottage, Aberthin Lane, Aberthin	
Proposal: Proposed demolition of existing dwelling and outbuildings. Construction of two new detached dwellings with improved site access	

From: Paul Harrison, Highways Development Section

Summary of Comments:

Further to the receipt of further information the Highways officer request that the following conditions be attached to any planning consent to be granted:

1. Notwithstanding the submitted plans, visibility splays of 2.0m x 25m shall be provided from the means of access to the site along the adjacent highway. There shall be no obstructions whatsoever within the visibility envelope and all boundary walls, fencing etc. shall be located at the rear of the visibility splays. Reason: In the interests of highway safety
2. Before commencement of any works at the site, full engineering details of all traffic arrangements (including carriageways, footways, kerb radii, means of surfacing etc.) associated with the means of access, including the proposed build outs (and tie in points along the carriageway to the northeast and southwest) that will facilitate visibility, shall be submitted to and approved in writing by the LPA. Thereafter, the development shall not be occupied until all works have been undertaken in accordance with the approved details. Reason: To ensure the means of access to the site is provided and constructed in accordance with the Council's standard details for adoption, in the interests of highway safety.
3. Before commencement of any works at the site, a Construction Traffic Management Plan (CTMP) is required to be submitted and agreed in writing by the LPA. The CTMP shall confirm the delivery route (including a plan) To and from the site for plant and materials along the adjacent highway network, the provision of associated traffic management, wheel washing and road sweeping facilities. Reason: In the interests of highway safety.
4. Before and after commencement of any works at the site, a condition survey shall be undertaken along the adjacent highway. The applicant is required to contact the Highways Maintenance Section prior to carrying out any works to agree the method and extent of the surveys. Thereafter, the condition surveys shall be submitted to the LPA and any works required along the highway as a result of the development, shall be undertaken at the applicant's expense upon completion of works within the

site. **Reason:** To ensure that any damage to the highway network sustained as a result of the development is identified and repaired, in the interests of highway safety.

Further to the above, the officer requests that the land forming the build outs shall be offered to the highway authority for adoption.

Officer Response:

Noting the above and requirement to secure safe access to the site, it is considered reasonable to attach conditions 1 & 2 as requested by the highways engineer.

With regard to condition 3 as requested by the Highways Engineer, a condition as worded below is recommended to be attached to any consent given:

Notwithstanding the details submitted, no development shall take place until there has been submitted to, approved in writing by the Local Planning Authority a Construction Environmental Management Plan (CEMP). The CEMP shall include details of how noise, lighting, dust and other airborne pollutants, vibration, smoke, and odour from construction work will be controlled and mitigated and confirm the delivery route (including a plan) to and from the site for plant and materials along the adjacent highway network, the provision of associated traffic management, wheel washing and road sweeping facilities. The CEMP will utilise the Considerate Constructors Scheme (www.considerateconstructorsscheme.org.uk). The CEMP will include a system for the management of complaints from local residents which will incorporate a reporting system. The construction of the Development shall be completed in accordance with the approved Plan unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To ensure that the construction of the development is undertaken in a neighbourly manner, in the interests of highway safety and in the interests of the protection of amenity and the environment and to ensure compliance with the terms of Policy ENV27 of the Unitary Development Plan.

With regard to condition 4 as requested by the highways engineer, it is considered that the requirements of this condition are overly onerous. Furthermore should the applicant cause damage to the public highway, the Council's Highways section has powers to require reparation of damages to the highway.

[REDACTED]

From: Harrison, Paul D (Agency)
Sent: 27 March 2017 10:01
To: Lankshear, Robert F
Subject: RE: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Rob

Following our conversation in relation to the above, the visibility splays shown on the attached drawing is measured incorrectly. Therefore, based on my email dated 24/03/2017, condition 1 should read –

Notwithstanding the submitted plans, visibility splays of 2.0m x 25m shall be provided from the means of access to the site along the adjacent highway. There shall be no obstructions whatsoever within the visibility envelope and all boundary walls, fencing etc. shall be located at the rear of the visibility splays. Reason: In the interests of highway safety.

Regards

Paul Harrison
Highway and Engineering Services
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 02920 673151
mob / sym:
e-mail / e-bost: [REDACTED]

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From: Lankshear, Robert F
Sent: 27 March 2017 09:44
To: Harrison, Paul D (Agency)
Subject: FW: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Robert Lankshear
Senior Planner / Swyddog Gorfodaeth
Regeneration and Planning
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704659
mob / sym:
e-mail / e-bost: [REDACTED]

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From: Robert Chichester [REDACTED]
Sent: 27 March 2017 09:08
To: Lankshear, Robert F
Subject: RE: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Rob,
Apologies must have missed this one, please see attached as requested,

Kind regards

Robert Chichester

Director | Town Planning Consultant

Office: 02920 452100

Mobile [REDACTED]

Email: RobC@c2jarchitects.co.uk

Website: www.c2jarchitects.co.uk



Architects Town Planners
Environmental & Urban Design

Unit 14, Colwyn Industrial Park, Fochri Road, Orskott Park, Colwyn CP24 9L,
Tel: 029 2045 2100 Fax: 029 2045 1777
Web: www.c2jarchitects.co.uk Email: enquiries@c2jarchitects.co.uk



The Colwyn House Development Family

ARB Impressions
Proposed new Malpas Centre serving Kipinge and Porth Town



RTPI
Chartered Town Planner



ARB
Architects Registration Board



STROMA
CERTIFIED

From: Lankshear, Robert F [REDACTED]
Sent: 24 March 2017 12:46
To: Robert Chichester [REDACTED]
Subject: RE: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Hi Rob,

Have you had a chance to look at this yet?

Many thanks

Robert Lankshear
Senior Planner / Swyddog Gorfodaeth
Regeneration and Planning
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704659
mob / sym:
e-mail / e-bost [REDACTED]

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From: Lankshear, Robert F
Sent: 17 March 2017 15:25
To: Robert Chichester [REDACTED]
Subject: FW: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Hi Rob,

Please see below from highways. Please can you show a 2 x 25m visibility splay on the submitted drawing to demonstrate the visibility?

Thanks

Robert Lankshear
Senior Planner / Swyddog Gorfodaeth
Regeneration and Planning
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704659
mob / sym:
e-mail / e-bost: [REDACTED]

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From: Harrison, Paul D (Agency)
Sent: 17 March 2017 15:13
To: Lankshear, Robert F
Subject: RE: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Rob,

The proposed build outs either side of the access (to promote visibility along the highway) are required to be clearly shown on the drawings. In addition, the the boundary walls fronting the site are located within the visibility splays. Therefore, the walls are required to be provided at a maximum height of 600mm above the channel of the adjacent highway, which is required to be clearly shown/noted on the proposed plans. In addition, the maximum permitted gradient of the access into the site is 1 in 10.

Finally, it would be helpful if the drawings are provided on A1 or A2 sheets.

Paul

Paul Harrison
Highway and Engineering Services
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 02920 673151
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From: Lankshear, Robert F
Sent: 14 March 2017 11:10
To: Harrison, Paul D (Agency)
Subject: FW: 2017/00044/FUL Church Cottage, Aberthin Lane, Aberthin

Hi Paul,

Please see attached in response to your queries.

Many thanks

Robert Lankshear
Senior Planner / Swyddog Gorfodaeth
Regeneration and Planning
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704659
mob / sym:
e-mail / e-bost [REDACTED]

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[REDACTED]

From: Butler, Stephen
Sent: 24 March 2017 15:22
To: Lankshear, Robert F
Cc: Harrison, Paul D (Agency); Clogg, Michael T; Howells, Lee M
Subject: FW: Church Cottage, Aberthin Lane, Aberthin - 2017/00044/FUL

Rob,

Please note and respond back to Paul

Thanks

Stephen Butler
Principal Planner / Prif Gynllunydd
Regeneration and Planning / Adfywio a Chynllunio
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 01446 704624
mob / sym:
e-mail / e-bost: [REDACTED]

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From: Harrison, Paul D (Agency)
Sent: 24 March 2017 15:21
To: Butler, Stephen
Cc: Clogg, Michael T; Howells, Lee M
Subject: Church Cottage, Aberthin Lane, Aberthin - 2017/00044/FUL

Steve

Further to our conversation in relation to the above, the conditions below are required to be imposed on the planning consent, which should also be included as late representations in regard to the committee report.

- 1 Visibility splays of 2.0m x 25m shall be provided from the means of access to the site along the adjacent highway. There shall be no obstructions whatsoever within the visibility envelope and all boundary walls, fencing etc. shall be located at the rear of the visibility splays. **Reason:** In the interests of highway safety.
- 2 Before commencement of any works at the site, full engineering details of all traffic arrangements (including carriageways, footways, kerb radii, means of surfacing etc.) associated with the means of access, including the proposed build outs (and tie in points along the carriageway to the northeast and southwest) that will facilitate visibility, shall be submitted to and approved in writing by the LPA. Thereafter, the development shall not be occupied until all works have been undertaken in accordance with the approved details. **Reason:** To ensure the means of access to the site is provided and constructed in accordance with the Council's standard details for adoption, in the interests of highway safety.

3 Before commencement of any works at the site, a Construction Traffic Management Plan (CTMP) is required to be submitted and agreed in writing by the LPA. The CTMP shall confirm the delivery route (including a plan) To and from the site for plant and materials along the adjacent highway network, the provision of associated traffic management, wheel washing and road sweeping facilities. **Reason:** In the interests of highway safety.

4 Before and after commencement of any works at the site, a condition survey shall be undertaken along the adjacent highway. The applicant is required to contact the Highways Maintenance Section prior to carrying out any works to agree the method and extent of the surveys. Thereafter, the condition surveys shall be submitted to the LPA and any works required along the highway as a result of the development, shall be undertaken at the applicant's expense upon completion of works within the site. **Reason:** To ensure that any damage to the highway network sustained as a result of the development is identified and repaired, in the interests of highway safety.

In addition to the above, the land forming the proposed build outs and tie in points adjacent to the highway will be required to be offered to the Highway Authority for adoption

Regards

Paul Harrison
Highway and Engineering Services
Planning and Transportation Services / Gwasanaethau Cynllunio a Thrafnidiaeth
Vale of Glamorgan Council / Cyngor Bro Morgannwg
tel / ffôn: 02920 673151
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LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2017/00044/FUL	Case Officer: Mr. Robert Lankshear
Location: Church Cottage, Aberthin Lane, Aberthin	
Proposal: Proposed demolition of existing dwelling and outbuildings. Construction of two new detached dwellings with improved site access	

From: Cowbridge with Llanblethian Town Council

Summary of Comments: Object to the proposals by reason of:

1. Overdevelopment of the site
2. Impact upon conservation area and out of character with area
3. Overlooking and loss of privacy

From: Planning
Sent: 09 March 2017 12:56
To: Planning
Subject: New comments for application 2017/00044/FUL
Attachments: Planning Application No. 201700044FUL.docx

New comments have been received for application 2017/00044/FUL at site address: Church Cottage, Aberthin Lane, Aberthin

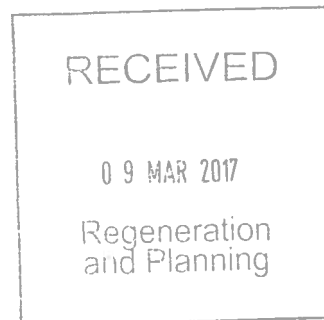
from Mr David B Morris enquiries@cowbridge-tc.gov.uk

Address:
Town Hall, High Street, Cowbridge, CF71 7AD

Comments:
Other type details: Town Council.
Comment: See attachment.

The following files have been uploaded:
Planning Application No. 201700044FUL.docx

Case Officer:
Mr. Robert Lankshear

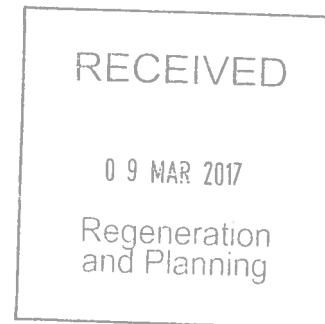


D.E.E.R
RECEIVED
ACTION BY: RUSOB
NO: 1
ACK:

Planning Application No. **2017/00044/FUL**

Objection to the amended application on the grounds of –

- (i) Density, that the scale of development of two houses on a plot of land where only one previously existed would be over-development.
- (ii) There would be an adverse impact on the local conservation area and the development would not be in keeping with the local area.
- (iii) The design and layout of the proposed development would be overlooking neighbouring properties with a possible loss of privacy. The layout of the two properties may be addressed if one of the properties was set back slightly from the other.



LATE ITEMS FOR COMMITTEE

COMMITTEE DATE : 30 March 2017

Application No.: 2017/00210/PNT	Case Officer: Mrs. Y. J. Prichard
Location: Dinas Powys Service Station, Cardiff Road, Dinas Powys	
Proposal: Installation of a 15m high monopole supporting 3 no. shrouded antennas, 1no. 300mm diameter dish antenna, 2no. equipment cabinets and ancillary works	

From: The occupier of 63 Cardiff Road, Dinas Powys

Summary of Comments:

Would like to know what involvement the Council has pre the application.

Concerns over:-

- Damage to property if vehicles hit the proposed pole.
- Impact of radio waves and noise to due proximity of pole to their property.
- Views of the pole from existing and proposed windows in approved extension.
- Noise and light pollution, already suffering from noise from existing garage.
- Mobile phone use not allowed in garages yet this system will be sending/receiving millions.
- Two schools within 600m
- Reasons given by applicant for other sites not being suitable apply to this site.
- Suggest alternative siting on Council garages near train station.

Officer Response:

The Officer's report has considered the points raised.

Action required:

None.

From: Planning
Sent: 17 March 2017 20:05
To: Planning
Subject: New comments for application 2017/00210/PNT
Attachments: Monopole.docx

New comments have been received for application 2017/00210/PNT at site address: Dinas Powys Service Station, Cardiff Road, Dinas Powys

from Mr peter evans

Address:
63 Cardiff road dinas powys,cf644js

Comments:

see attachment for more information;

PLEASE ADVISE WHAT CONTACT THE VALE OF GLAMORGAN HAVE HAD WITH WALDON PRE APPLICATION. I HAVE A LETTER WITH A SCHEMATIC OF OUR HOUSE AND THE PROPOSED MONOPOLE TOGETHER WITH PICTURES OF OUR HOUSE AND CAR.

HUGE CONCERNS OVER: HEALTH AND SAFETY OF OUR 5 YEAR OLD DAUGHTER (SHE WILL SPEND 16HRS/DAY WITHIN 4-8MTRS) AND OURSELVES FROM RADIATION AND DAMAGE VIA VEHICLE ,TO NOISE POLLUTION AND ANXIETY

WE HAVE AN AGREED EXTENSION WHICH WILL INCREASE OUR WINDOWS TO 9 FROM 5 ON THIS SIDE OF THE HOUSE THIS IS A RESIDENTIAL AREA WE LIVE IN

The following files have been uploaded:
Monopole.docx

Case Officer:
Mrs. Y. J. Prichard



D.E.E.R
RECEIVED
ACTION BY: YP/SDB
NO: 8
ACK:

RECEIVED

20 MAR 2017

Regeneration
and Planning

We live AT 63 CARDIFF ROAD 4m from this monstrosity.

Question: I would like to know what involvement The Vale of Glamorgan had pre this planning application. There are detailed drawings of our house in schematic form as well as actual pictures that have been taken, without our prior knowledge: -

Our concerns are based around

1. The tanker lorry reverses into this area from the main road. It has already damaged the air/water system and the laundry service unit: I have pictures and this is from a paid/professional driver. I have other pictures of lorries parking in the same position (parallel with the boundary fence). If a vehicle were to hit this pole it is highly likely to fall into our garden or onto our house, damaging property and/or causing death. The entrance to the garage is extremely busy with vehicles passing each other as they enter and exit the garage onto Cardiff road.

2. Our bedroom is directly adjacent to the garage. radio waves and noise will cause huge distress and anxiety. This will be an intrusion into our lives. Our 5 year old daughter will spend 16hrs of her life every day within 4-8m of this monopole, How will this impact on her and our lives as we age?

3. We have at present 5 windows that face the garage, which will have views of this mono pole. We have an agreed extension with the Vale of Glamorgan which will mean 9 windows that will have views of this mono pole.

4. Noise and light pollution: Already we have continuous noise from the garage from 6am to 10pm: -

This comes from vehicles entering and exiting: Car wash system: Air/water system: New laundry wash and dry combo: Flood lights. These generally reduce as 10pm arrives but a monopole and base stations will have continuous 24hr noise and radiation extruding from them

5. Mobile phone use through call and text is not allowed in garages. This system will be sending and receiving millions of these actions.. The new laundry system apparently sends a text to tell the client that the washing is done

6. There are 2 schools that are within 600m of the garage. Do these schools know about this application and the possible effect on the children.

In a letter I received from Waldon it says that they have assessed other areas in Dinas Powys, which are unsuitable: There are lots of reasons why they could not put a monopole in these locations: many of these reasons also relate to us see below: -

- a. Castle drive street works: Residential/windows: This is us
- b. Elm grove bus stop: -----: This is us
- c. Murch road streetworks and elm grove streetworks: Width of base stations in relationship to moving vehicles: Extremely dangerous especially with tanker lorries full of petrol
- d. Cardiff road traffic lights streetworks: Directly outside residential premises and they have overlooking windows: This is us
- e. Dinas Powys library: Limited space

f. Network rail site: Please advise why my family and our property are less important than a railway line

I would suggest that this monopole installation should be placed on the council garages ground just off Cardiff road near the Dinas Powys train station on the road into dinas Powys village.