

**ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT  
FOR THE PLANNING COMMITTEE  
TO BE HELD ON 26 APRIL, 2018**

<b>Page</b>	<b>Application</b>	<b>Location</b>	<b>Item No.</b>	<b>Description</b>
			1.	From: Operational Manager Planning and Building Control – Re: Material Change of Planning Policy – Supplementary Planning Guidance (SPG)
43	2017/01337/FUL	St. Pauls Church Hall, Arcot Street, Penarth	2.	Neighbour comment from Tim Land, 49, Arcot Street, Penarth
			3.	Neighbour comment from Kate Stoke Davies
			4.	Neighbour comment from David Collinson
			5.	Planning Agent and Deborah Margetson (Specialist Services Officer) submitted Geotechnical Report recommending removal of Condition 11.
			6.	From Planning Agent advising that the Secured by Design Application has been submitted.
			7.	From Max Wallis, Tim Land and Cllr. Ruba Sivagnanam. Comments in relation to Geotechnical Report and the demolition of the façade.
85	2018/00240/RES	Land at North West Cowbridge	8.	Comments from Cowbridge and Llanblethian Residents Group concerning the loss of hedgerow on the Llantwit Road.
			9.	From Case Officer. Amendments to wording of Condition 1 following receipt of amended plans.
			10.	Comments from Highway Engineer confirming no objection to the principles of the proposals.
138	2018/00092/FUL	Provincial House, Kendrick Road, Barry	11.	Comments from Barry Town Council in respect of amended plans. The Town Council reiterated their original objections.

# MATTERS ARISING FOR COMMITTEE

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COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> All	<b>Case Officer:</b> N/A
<b>Re:</b> Material change in Planning Policy – Supplementary Planning Guidance (SPG)	

## **From: Operational Manager Planning & Building Control**

Members are advised that on 16<sup>th</sup> April 2018 Cabinet approved (minute no. C292) the following new Supplementary Planning Guidance (SPG):

- Residential and Householder Development
- The Conversion and Renovation of Rural Buildings,
- Biodiversity and Development
- Minerals Safeguarding Areas

Cabinet was advised of the results of the public consultation undertaken on the draft Supplementary Planning Guidance (SPG) and adopted the SPG documents for development management purposes with immediate effect.

These replace the previous SPGs which are referred to in some of the reports on Planning Committee Agenda. In particular:

- Amenity Standards SPG
- Conversion of Rural Buildings SPG
- Biodiversity and Development SPG

Whilst these do not alter the adopted LDP policies, they do update the supporting guidance on how to interpret these policies in line with the latest national policy and best practice. For example, the Residential and Householder Development SPG replaces the former Amenity Standard SPG's requirement for 1:1 sqm provision of amenity space in favour of a Design Standard of a minimum of 20 sq.m amenity space per of which the majority should be private garden space.

The change in SPG does not materially alter the assessment of any of the applications on the Planning Committee Agenda nor alter any of the officer's recommendations.

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<p><b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth</p> <p><b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works</p>	

**From:** Tim Land, 49 Arcot Street,

**Summary of Comments:**

Letter of objection continues to raised concern in respect of the retention of the façade, parking and traffic issues.

**Officer Response:**

All the issues raised have been covered in the Committee Report.

**Action required:** None

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# Comment for planning application 2017/01337/FUL

<b>Application Number</b>	2017/01337/FUL
<b>Location</b>	St. Pauls Church Hall, Arcot Street, Penarth
<b>Proposal</b>	Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works
<b>Case Officer</b>	Mr. S. D. Butler
<b>Organisation</b>	
<b>Name</b>	Mr Tim Land
<b>Address</b>	49 Arcot Street, CF64 1EU
<b>Type of Comment</b>	Objection
<b>Type</b>	Neighbour
<b>Comments</b>	Please see attached document: OBJECTIONS TO facade
<b>Received Date</b>	25/04/2018 11:49:06
<b>Attachments</b>	The following files have been uploaded:  OBJECTIONS TO facade.pdf 



## OBJECTIONS / COMMENTS TO LATE STAGES OF PLANNING APPLICATION

### St Paul's, Arcot Street, Penarth 2017/01337/FUL/SDB

#### Retention of Façade.

The retention of the façade is a specification of the brief and contained within the submitted plans, yet there is still a lack of certainty as to the viability of this proposal.

The planning report states:

*"The agent has advised that a structural survey is in the process of being undertaken to the church" Page 57/58*

The submitted survey to the planning portal stated total demolition, a superseded copy then added the facade would be retained. However, the survey has still not positively identified the facade as being structurally sound for the proposed plan. This needs to be clarified for the planning application to be considered. The retention of the facade has been a critical aspect of the project from brief to consultation. It cannot be a matter for post-planning revision.

#### Parking and Traffic issues

Please view this video to understand the issues with increased traffic on the area.  
<https://youtu.be/TCR7Z6pgk1g>



#### St Paul's area traffic congestion

A typical day for traffic and parking around St Paul's. How is more traffic to be safely accommodated?  
youtu.be

The evidence produced by the parking appraisal and agent assessment of car ownership are inconclusive. The council highway development team have not sufficiently demonstrated an understanding of the area and lack evidence to support their assessment.

#### Conclusion

Whilst some technical design issues have been resolved during the consultation / planning phase the current submitted plans demonstrate significant changes from the design statements and project vision offered by WYG / Newydd. The project requires a re-design to properly afford the considerations the site offers. It must be demonstrated that VoG have properly considered this project. It must be delivered without negatively impacting on the local area and community.

**MATTERS ARISING FOR COMMITTEE****COMMITTEE DATE : 26 April 2018**

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth <b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works	

**From:** Kate Stoke Davies**Summary of Comments:** copy of the email and collated responses of objections received circulated to Councillors.**Officer Response:** None**Action required:** None

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**From:** Contact OneVale  
**Sent:** 23 April 2018 15:43  
**To:** Planning  
**Subject:** FW: Planning application for St Pauls, Arcot Street, Penarth

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**From:** Kate Stokes Davies [REDACTED]  
**Sent:** 15 April 2018 09:27  
**To:** Contact OneVale  
**Cc:** St Paul's  
**Subject:** Planning application for St Pauls, Arcot Street, Penarth

*Please would you forward this message to members of the Council's Planning Committee? Many thanks.*

Dear Councillor

Council tax payers in the vicinity of St Paul's Church, Arcot Street, Penarth are increasingly concerned that a decision on the future of St Paul's may be taken without fully considering the strength of local feeling about the proposed development.

Conscious that the decision is due later this month, and mindful that the volume of objections is large, one of our local residents has helpfully collated responses so far into an easy to read document, attached here.

We are aware, of course, that you will receive copies of these in Committee papers as a matter of course, but are keen to make sure you have early sight of the contributions to date.

Best wishes  
Kate Davies

Jan 2, 36a Arcot Street, Mr James Mayer

I would like to object to the proposed development in its current form on the following grounds:

- • The conclusion of the parking report is provided by the developer is wrong, and many more parking spaces are required. See note one below.
- • Pedestrian access is unsafe, as no footway is provided to the entrances in the rear lane.
- • Pedestrian access along Chapel Lane is not DDA compliant (footway should be widened to 2000mm as part of the development.)
- • The applicant acknowledges that their community engagement was not sufficient (see point 3.2.2 of the document entitled "171215 Pac Report".)
- • The applicant has not provided a response to the recommendation in the Ecology report, section 5.8 & 5.11, that the current bat roosting and bird nesting locations in St Pauls will be retained.

We would like to see the St Pauls site redeveloped and suggest that a reduction in the number of units to 8 would be likely to receive local support.

Note One: The following numbers are all sourced from the parking report provided by the developer.

The community space requires 26 parking spaces  
 3 visitor spaces are required for the residential units  
 6 spaces are required for the residents of the units  
 Total spaces required is therefore 35  
 22 spaces are available on street.  
 Therefore 17 parking spaces need to be provided within the development, 11 more than proposed.

Further, no evidence is provided by the applicant to support their claim the "sustainable location of the development will reduce the demand to travel by car" (Section 4.3.6 of the document entitled "171215 Pac Report".)

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Jan 5, 27 High Street, Miss Helen Wilkins

Parking in the area is horrific as it is. When crossing High Street you take your life in your hands with cars flying around the corner and a temp bus stop. We were asked as a Community what we wanted to use the facility for and yet this has been ignored. More flats are being crammed in as "affordable housing". The size of "land" is not sufficient to have such a large number of flats built up on it.

=====

Jan 8, 19 High Street, Miss Jennifer Sadler

The proposed plan does not conform to the adopted VoG Parking Standards 2015 - p15 a4 'visitor parking must be designed as an integral part of any development where it is required' - the proposed development does not include any residential visitor parking. - p25 community centres '1 space per 10m squared' - zero parking is proposed at this development for the community centre. Given the above I would object to the proposed development.

=====

Jan 8, 6 Meliden Road, Miss Rosanna Hughes (owner of flat 6, The Royal)

I am concerned that this development will worsen the already bad parking situation in surrounding streets. I am also concerned about congestion in the already busy lane alongside St Paul's. Traffic will increase in this lane and pedestrians could be in danger as there is no pavement.

=====

Jan 8, Flat 9, The Royal, Mr Adam Jurd

A large number of properties are overlooked on both sides of the development. Parking is insufficient- the analysis doesn't account for the current parking situation in the area, which is already very difficult. The areas where the site will be located exhibit high crime rates, which I do not think will be improved by locating the development here and would not be beneficial for residents of the development. The surrounding roads to the development are basically alleys, I don't think there is sufficient access for emergency services or pavements for people to walk through them. Also, existing residents would have the rear access to their properties hindered. The development could create a planning precedent for others to

develop their outbuildings at the rear of their properties which would further exacerbate access problems and parking in the area. There are no solid plans for the activities of the community space which may be late night events, causing noise pollution.

=====  
 Jan 8, 37 King Street, Mr Kevin Lawrence

This proposed development is not fit for purpose. The proposed flats are only going to be provided 5 parking spaces. This area of Penarth is already over developed and parking in the area is almost impossible at times for current residents not to mention visitors to the two public houses on globe [Glebe] street. On some nights cars park on the corners which make it dangerous for pedestrians and impossible for parents with prams or wheelchair users crossing the road. The proposed development for homes for families that will have visitors, and health and social services support staff visiting, needs to consider increased traffic and parking needs.

=====  
 Jan 9, 41 Arcot St, Mrs. Julie Poole

There is not enough space given to the community area. The money allocated was for a community centre, not for more single small rentals what we need is facilities and more family homes there is nothing for anyone to do. We can't have a meeting with the council unless it's in a pub. This must tell you we need what we have been promised, a decent sized community centre to facilitate all not just the few. Please use the money wisely on our behalf.

=====  
 Jan 9, 41 Arcot Street, Mr Rachael Poole

I believe that once again Penarth residents' needs have been thought of as little importance in the decision making process with regards to this development.

As a resident who lives four doors away from the proposed development this will have a huge impact on my daily life. As a child I used that church week in week out for activities from boxing to thai chi, along with countless other residents including my 3 siblings. To see it left to rot and decay the way it has is horrendous, it has fallen into such state of disrepair. I believe that this is intentional from the council whose relationship with the gentleman who ran the church crumbled, so did the poor church. The residents are left little hope for the church ever being returned to its former glory as a hub of the community.

I find the proposal for "community space" laughable and can't think how this is a sizeable space to offer any practical usable space for the amount of residents in the area left without a community space!

I also am interested to see what provisions are in place for the refuse. There is a mountain of rubbish outside the church on a fortnightly basis which provides sustenance for a huge number of pigeons, seagulls and additional rodents to tear apart and discard dirty nappies sanitary products and general food detritus along the roads and along with the new flats' refuse this is a health and safety nightmare waiting to happen. With another say 30 black bags left on the street for collection the rubbish mountain will be even more of an issue.

The car parking is yet again another issue? How many spaces are to be provided for both residents and the attendees of said community space? As I'm estimating an additional say 22 cars based on the average of 1.5 cars per home (average these days) an additional 22 cars on Arcot street is not possible and a logistical nightmare for the locals who already have to park on adjoining streets due to the lack of parking in the Penarth Heights development. To round off my thoughts on the subject the fact that there was an opportunity to make this space a community area that was suitable for all was wholly declined by the council just a few years ago with no explanation. I would like to ask where the (£250,000 I believe) funds are from the Crest Nicholson development which tore down a community space to make room for Penarth Heights development??? Residents were promised an alternative space with these funds, nothing ever materialised.

I wholly object to the proposal due to its scale, lack of thought and impractical planning which will result in a huge impact for the local residents who will have to live with all the said issues I have raised above. I implore you not to allow yet another 'Penarth gem' building be destroyed due to poor planning and lack of insight into daily lives of the residents living here.

=====  
 Jan 10, Cottage 1, Flat 16, The Royal, Mr Ross Turpitt

No objection to plans but being as the main access to the Royal cottages are from the

existing lane feel strongly that this lane remains unblocked at all times. Being as the development is for a considerable amount of units which need transport to come and go on frequent use daily, suggest a two lane road for transport and pathway either side of road. also a slight concern is knowing if there would be night lighting to the building. Again possible lampposts, spotlights etc. Finally above all security to be of a high standard.

=====  
Jan 11, 43 Glebe Street, Mr Jeff Follett

I object to the St Pauls church development as detailed in this planning application, mainly due to lack of parking provision for both the proposed flats and community hall. I feel that the parking appraisal completed, is fundamentally flawed due to the fact the survey was completed in the early hours of a Wednesday morning, it should have been completed at approx 8pm virtually any night of the week, when I can guarantee that it is extremely difficult to park anywhere on Glebe Street. I feel that parking standards guidelines should be enforced. I would propose that a resident parking scheme be introduced and that the rear lane to Glebe Street become gated, to prevent it becoming a defacto car park and enhance security. I do not object to the development of the site in principle, but feel that this application is too intense in accommodation levels which will in my opinion inevitably cause local parking problems. I trust that my points of view will be considered.

=====  
Jan 11, 26 Arcot Street, Mrs Alison Game

This proposal represents a gross over-development of the site, with an inappropriately large number of units in a confined space in an already highly-populated area. The preferred parking spot will be Arcot Street due to the location of the site entrance - as the Parking Appraisal shows, it is already usually over-capacity. The application for apartments on Cogan Hill requested 0.77 spaces per unit, despite being adjacent to Cogan Station. By these standards, the St Paul's development requires at least 11 parking spaces, even with no allowance for users of the community space. The proposal is flawed on every level and lets down the communities of Arcot Street and the wider St Augustine's area and also the prospective residents of the new apartments. I hope that the committee will literally 'go back to the drawing board' and return to the community with a range of options for full and public discussion.

=====  
Jan 17, 3 Church Close, Miss Rachel Marsh

I think it should be restored and turned into a community place. Youth club, possibly boxing again and gymnastics. There is nothing for youngsters in that area and it is a place of history. Too many places are being knocked down for redevelopment. It's wrong

=====  
Jan 20, 25 Arcot Street, Mr Philip Sky

St. Paul's was a civic amenity. It still is owned by the public and still has potential as a useful public asset. We cannot say that about any other buildings in the immediate area. I object in principle to the erosion of the public realm as proposed by this scheme and urge you to think again about how the building and its environs can be brought back into public use. As for the Newydd scheme itself I consider it to be singularly unimaginative in regard to overcrowding an unsuitable site ['an urban area of high density' according to Newydd's application] and singularly unimaginative in addressing some of the real issues the site throws up as a potential home for its vulnerable clients. The development faces the wrong way and not only insults the street by offering it a blind facade but more importantly passes up the opportunity to bring light into the proposed homes. Instead the proposal is for the building to address a public lane, crime hotspot, and highway with a public house at either end. The amount of utility and amenity space is negligible and any careful reading of the snapshot parking survey undertaken by ACSTRO would question their conclusions. In short this development is both unsuitable for its proposed tenants and robs future generations of any opportunity to maintain a large and versatile public space.

=====  
Jan 22, 70 Lewis Road, Llandough, Mrs Naomi Excell

This development is not only not in the best interests of the residents, but it is deeply saddening to see a wonderful opportunity to preserve a site of historic interest demolished by giving it over to the people of Penarth. With the right amount of proper public engagement

this place could be redeveloped as a centre for real lasting impact in the community. Penarth is full of community focused creative people who would make this place an asset to our town. This scheme is robbing our town of a unique opportunity to build a place to connect people and enable great community initiatives to emerge. Please, do not destroy it. It is also place of great sacred significance. One woman made a difference in the community when she started the work which led to the building of this chapel. It transformed lives. I want to see this legacy continued.

=====

Jan 22, 30 Arcot Street, Mrs Katrina van der Vliet

This is a vast over development of the site. There is no green space, inadequate parking which will spill over onto an already congested area. Plus no real details or plans on the use of the community space.

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Jan 24, 132 Plassey Street, Mr Matt Thomas

I am 100% opposed to this redevelopment for the following reasons: 1) Way too many flats 2) Inadequate parking - there's nowhere to park round here already. Visibility for drivers with cars parked all over junctions is already a serious safety hazard. 3) No amenity space - this is a ghetto development 4) Ugly, money-grab. Anyone involved in this should be ashamed of themselves as this is materially not fair to future occupants or neighbours. 5) Development will contribute to serious congestion and pollution suffered throughout Penarth, especially those on Windsor Road, Plassey Street and Cogan.

=====

Jan 24, 50 Arcot Street, Mr Jonathan Russill

This represents over-development and will result in increased overlooking of existing properties where privacy is limited. The parking survey is based on a misconception that the building currently generates parking demand and that this is reflected in current parking levels. This is clearly not the case. Parking is at capacity already. More demand created by the proposal will put this beyond reasonable levels. In my opinion this represents back-lane development. It is inappropriate to house potentially vulnerable tenants in a secluded location where crime levels are already some of the highest in Penarth. Several other property owners intend to apply for redevelopment of garages in the area's lanes if St Paul's plans are approved. Why keep the façade and yet black out the windows, and not restore them nicely? The conclusions of the inadequate public consultation are wrong and do not reflect public opinion. Many more of the public are against the scheme than stated by Newydd.

=====

Jan 24, 75 Salop Street, Mr Chandima Kulamannage

I write in connection of the above. Most people agree that St Pauls Church needs to be developed. We are aware that there is a housing shortage in the country. As you know Penarth town centre & all streets close by are most of the time crowded with vehicles & people. Our streets are already crowded with vehicles, sometime when we do shopping & come home nowhere to park, especially in evenings & weekends extremely difficult to park. The roads and lanes around St Pauls are already congested, emergency services need access along the roads and lanes, and therefore additional parking generated from this development potentially could be problematic for all. The density of flats that Newydd are proposing in this site may be excessive. Newydd have not included any parking space for users of the community centre and 5 parking spaces for the occupants of the 14 residential properties. If Newydd reduced the number of dwellings by few these would provide more space for community centre parking and relieve the pressure on the surrounding streets and services.

Newydd and the council have not decided what the community centre will be used for yet. But we have an opportunity to have our say on what we think it could be used for. Some people have already expressed an interest using space for fitness classes, art studios etc. I would like you to consider our request. Once again, there is no doubt that the parking issue is going to be accelerated more than now due to your new proposal, unless you come with a solution for parking.

=====

Jan 24, 2 St Joseph's Old School, 24 High Street, Mrs Kate Davies

I live within sight of St Paul's and object to this proposal: Design and density - many local people believe too many units have been squeezed into the site, creating miserable housing and adding pressure to local infrastructure. Inadequate car parking - linked to the design, there are just five spaces for the 14 units plus a community centre. The applicant's impact study appears to be flawed. Similarly inaccurate assumptions were made for Penarth Heights, and community concerns were ignored. Now we have a parking situation which is totally out of control in terms of negative impact. Community Centre - this has not been properly thought through and a rather arbitrary space is allocated before any plans for it are considered. This is an unimaginative proposal. It could be so much better if proper consultation effort was made, rather than a token gesture.

=====

Jan 24, 6 Queens Road, Mr Joseph Hill

Consultation has been for community housing, planning has come through for affordable. I am concerned that we will end up with just more flats. The suitability of mixing 'affordable' housing and community centre. The suitability of the location for potentially vulnerable people (position of accesses/dark lanes/noise caused by community centre .....). Transport links are not ideal. Parking is very busy already, there has been a noticeable increase in the area since the report was undertaken. 5 spaces for 17 bedrooms is inadequate. The community needs indoor community space that is not faith-affiliated. This building has been promised to the community in its entirety, mixing it with social housing when there are many better locations of derelict buildings appears to be a bad compromise for both users. Poorly designed spaces for residents of the proposed building and key omissions like space for servicing and management of the facility, places for refuse, disability access.

=====

Jan 24, 6 Queens Road, Miss Angharad Matthews

I attended the residents' meeting held at the Ex-serviceman's club last night. I have lived in Penarth for seven years and have lived on Queen's Road for four years. Last night I thought I would be attending a meeting of residents with parking worries, so I was surprised to find a community whose concerns run much deeper, who are trying to win back lost community space and who are upset about how they have been treated. Whilst I am sure that you have been made aware of many people's concerns regarding the residential aspect of the development, it is the community space which is at the heart of it. I get the impression that the combined nature of the development is purposely confusing and poorly thought out so as to distract and divide feedback. Community members who have been around for a lot longer than I are obviously still yearning for the promised replacement for demolished facilities (Billy banks and St Paul's when it was usable). I am sure you will have received much more detailed feedback regarding this from who people who know much more about it.

Community Space:

Access from the temporary bus stop on the blind bend would be difficult for anyone with reduced mobility or children with the requirement to cross two roads, one of which is popular with the "boy racers".

There are no dedicated easy access/disabled parking spaces available for use for the community centre. Also no delivery zone etc.

Residential aspect of proposal:

Resident's well-being:

What I found very encouraging at the meetings I have attended is the genuine concern for the well-being of potential residents. This is not a posh area of Penarth, so please do not confuse concern for a veiled wish to not live near a social housing development, because after listening to last night's speakers, I can assure you that is not the case!!! Inadequate amenity areas to serve what could be 32 or more residents.

No outside space provided (apart from one bench around the back).

The lane is often used for fly tipping (and apparently drug deals), this doesn't make for a pleasant place to live.

The rear access to the development is dark and dingy and a generally depressing space and would not feel safe, even if lit up like a Christmas tree.

Safety:

Insufficient room for pedestrian and vehicle access around the side and the rear of the building. Interestingly, the shared routes that have been tried down on Royal Close appear to be a failure. Cars are parked on the roads, there is no room for cars, pedestrians and push chairs and with restricted line-of-sight the residents are in real fear



of an accident in the near future. Church Lane is even more restrictive! The restricted access for services and emergency services down Church Lane is of great cause for concern.

Parking:

Parking in the immediate area is an absolute joke! As I feel is the parking survey. Knowing the area well it looks very much like they have included drop kerbs and junctions in their estimations, "spaces" that would get you a ticket! They show that some of the local streets are well over capacity (up to 126%!) where the quality of parking is good.

If there are apparently 22 spaces available on street, they still calculate that they would need to park 38 residents on the street.

I am afraid that I do not agree with the "finding" that people in affordable housing don't afford cars. All the friends and family I have who live in social housing have cars and motor bikes. And I drive to go and visit them. And their friends drive to see them. And healthcare professionals drive to see them. Plumbers drive to see them. The emergency services also have to drive to see them at times. 5 spaces and the idea that the overcapacity streets can absorb this is an utter joke.

Are there any examples from more local housing developments?

All this report seems to be based on the idea that the building in its current form produces the need for 52 parking spaces which are apparently catered for on street. The building is derelict. Who are these 52 people using a derelict building at 1am in the morning?

Ecology

Bats - We very regularly see bat activity around that building and the surrounding buildings, has their habitat been considered at the church and the surrounding buildings?

Will other local currently derelict buildings be considered for social housing as well? Is this scheme to excuse social housing being omitted for surrounding developments?

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Jan 25, 49 Arcot Street, Tim Land

1. 1. Objection - OVERLOOKING WINDOWS (Privacy)

Location: South side of the building (specified as the 'Side Elevation' ) 1<sup>st</sup> and 2<sup>nd</sup> floor one bedroom apartments – Kitchen window.

I would request that these kitchen windows are removed / or placed above head height so as to not afford 'monitoring' views.

Both these apartments feature a window at the kitchen sink. These will directly overlook the rear of at least 5 properties 45 – 50 Arcot Street and the 2<sup>nd</sup> floor window will extend many houses further up the row.

The position of the window is problematized by the nature of the window – Kitchen sink windows tend to afford extensive monitoring of the view. These windows will offer direct and commanding views over gardens and into the rear windows of the properties.

I can conclude from having previously lived in a converted church overlooking residential properties that the kitchen window view afforded extensive insight into the surrounding houses and gardens, observing people's properties and their daily routines. Just by the process of being at the kitchen sink and carrying out simple chores did I have insight into people's personal lives. The position encouraged observation but in fact was affording a view that was deeply invasive.

I would also add that the views I experienced extended well beyond 21 meters and were also aided by the lack of blinds / curtains / netting and other obscuring materials that tend to be minimised in rear windows in order to promote views into the properties' own garden. Furthermore, 'watchtower' windows with sun reflections on the glass do not appear to be noticeable by those lower down. Again, I was very aware of how oblivious some residents were of the window and seemed to behave as though they were not observable.

Having looked at the VoG guidance on minimum distances, including angles of view, I would state that the kitchen windows on the 1<sup>st</sup> and 2<sup>nd</sup> floor flats (South side elevation) contravene this guidance in regard to properties 45 – 46. I would also state in regard to these properties that they may not have the necessary information to place an objection (45 is a rental property and 46 is owned by a charity as supported living). The residents and any future residents will be comprised and the Planning department must take this issue into account rather than simply relying on the current properties owners to make objections. It is these situations that end up with planning errors because the system is reliant on an objection at one moment in time.

Houses 47 – 50 will also be compromised by what I know to be observable views, while these may be beyond the minimum distance (which is a guide rather than an absolute specification) given the elevation of the windows, they will afford unfettered views down into the properties - they will act as 'watchtower' positions. The views into the gardens offers an even more invasive aspect and could detract from the character and use of the gardens. The windows could also incur and encourage the building of excessively high fences which will cast shadows into the adjacent garden on the north side of any property doing so. It should be noted that 9 of the apartments do not feature a kitchen window and are obviously suitable as properties utilising light from the central window. Whilst the designs are obviously trying to maximise every opportunity there is no principle that these kitchens must have a window. In this case the windows come at the expense of an invasion of privacy for the properties in Arcot street. There has never been a view from this part of the site and the surrounding properties with their historical development and use precedes the design proposal.

I would request that kitchen windows in these properties are removed / or placed well above head height so as to not afford 'monitoring' views.

1. 2. Requirement - Chapel Lane infrastructure and traffic management

It is welcomed that Highways have specified that Chapel lane is resurfaced and given suitable lighting. This is essential as the development will incur increased use of the lane from Glebe street, Salop street and Arcot street. As the entire design proposed at St Paul's is in essence a 'back lane' development the current status of Chapel Lane as 'back lane' needs to change. It needs the proper infrastructure and traffic management to make it safe.

As a resident with a rear garage I have a strong knowledge and understanding of the lanes currently and can reasonably project the problems and issues increased use will cause.

The planning department should recommend / specify the following:

1. 1. One way system for Chapel Lane.

The rear car parking will increase what is a quiet rear lane into a regularly used road. All access points are only one car wide so it will become very problematic and hazardous if a one-way system is not implemented.

1. 2. Yellow lines at pinch points.

There are yellow lines on the East- West section of Chapel Lane but they will need to be further used on the North South section where the lane narrows to one car (rear of 51 southward)

1. 3. Speed restrictions

There will need to be a 5-mile speed limit in the lane. Its narrow design and access to garages and other makeshift residential dwellings needs to be considered. The design will also encourage pedestrian access from all access points but there is no pavement in the north south section.

1. 4. New signage and monitoring for Fly Tipping.

Chapel lane is one of the worst areas for fly tipping in Penarth - it is regularly used to dump domestic and commercial waste. The suggestion from the design statement provided by WYG suggests all fly-tipping will disappear due to the natural surveillance of residents in St Pauls. This is a simplistic assumption and habits will not immediately change – the main focus for dumping will simply move further up the lane towards Salop Street. New and highly visible signage needs to be introduced along with CCTV monitoring. It is unacceptable to allow the health and safety risk that is Chapel Lane fly-tipping to continue and it has long been the message from VoG that St Paul's development will be the catalyst.

1. 5. Lighting.

Sufficient lighting needs to be provided for Chapel Lane but it must not cause light pollution to the rear properties in Glebe / Arcot / Salop street. Low level lighting must be used, if it does not extend above height of rear walls / garages then it will not cause disturbance to rear properties.

1. 6. Further residential development of Chapel Lane.

The development of St Pauls and Chapel lane will incur the application of residential developments to coach houses and garages. Developing these spaces as ancillary buildings is acceptable but planning should not allow self-contained flats to develop.

Note: I am aware of a resident who has openly said they will apply to build a flat in an existing coach house if St Pauls is developed. This will only introduce more traffic and density issues into the lane. It should be limited to ancillary use without full self-contained facilities. (I wish to develop my current garage back into a coach house for ancillary use to the main house).

=====

Jan 25, 2 Old St Joseph's, 24 High Street, Mr Rhodri Davies

I would like to add my voice to those of the many residents who feel this proposal is botched. There are too many units, squeezed in too tightly - and that's after amendments from the applicants! Car parking locally is already a nightmare for residents because of the Penarth Heights development. The spaces allocated here are inadequate and will force elderly residents to park even further away from their homes. The allocated 'community centre' is a joke - completely at odds with the original idea and the needs of the community. The frontage - left blacked out - will do nothing to attract visitors or potential buyers to an area where investment is much needed. Proper consultation with the local community is a must - not token, box ticking exercises.

=====

Jan 25, 121 Plassey Street, Mrs Zoe Powell

Strongly support at least part of this building becoming a vibrant community space. There is no non-denominational community space provision in the immediate local area, and no community provision at all in the Penarth Heights area. In order to make this newly developed area of Penarth, with its mix of private and social housing, a true success, the provision of community space is vital.

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Jan 25, 17 The Royal, Cottage 2 at rear, Queens Road, Miss Vanessa Tempest

I have two major concerns about this development.

Firstly, that my property and outdoor area will be overlooked. The only outdoor area I have is a small area of decking in front of my property. Although I own this area, it is adjacent to a communal area to the rear of the Royal flats, so it is not exclusively private. I am overlooked by the flats of the Royal and the rear windows of the houses in front on my property (on Arcot Street). To be further overlooked by the windows of the proposed development would be detrimental to my quality of life and also impact on the value of my property. My own property has opaque upper windows so I cannot overlook any of my neighbours, which was presumably part of the planning decision in respect of the Royal. I would appreciate the same consideration given to myself in respect of St Paul's and at the very least, expect that opaque upper windows are installed so that I may maintain my current level of privacy. Secondly I am extremely concerned about the increase of traffic that will result in Chapel Lane, immediately adjacent to my property. The lane is not designed for regular traffic and there is already an issue of safety with vehicles which use the lane as a shortcut. Myself and my neighbour, at number 16/Cottage 1, use a door to the lane as our main access to our properties. This is already tricky at times as there is only pavement across the lane and not as we immediately exit onto it. Particularly concerning is the fact that my neighbour is an elderly lady who is unsteady on her feet and has had several falls. She is unable to access her property any other way due to steps leading down to an alternative exit via the flats; she is unable to negotiate the steps. Therefore I would be very concerned that with the extra volume of traffic she would be very likely to come to harm having to negotiate the lane on a daily basis.

=====

Jan 25, 49 Arcot Street, Miss Sarah Sweeney

Chapel lane will need proper development to make it suitable for potential occupants. Resurfacing, lighting and traffic management will be necessary. There is a lack of clarity as to the facade and community consultation in its design and use within the building. The wellbeing of potential occupants needs to be prioritised in the design and this is not yet evident. There is no lift in the residential block which seems to suggest a lack of support for potential residents. Overlooking windows (side elevation - South aspect next to Arcot street houses. These have lines of sight into properties - windows and gardens - and will be intrusive.

=====

Jan 26, 10 Royal Close, David Collinson

Living in Royal Close, 100m from St Paul's Church, my main concern is car parking, but on the broader planning aspect, would this scheme not set a dangerous precedent for stand-alone back-lane developments?

On a subjective level, I feel that 14 flats is too many for the site and the design is overbearing for neighbours and uninspiring. In the most densely populated part of the town, we should be looking for something that lifts the area and the spirits, not something that

looks cramped and adds stress to infrastructure.

The residential part of the development as proposed has no lift, so the 10 flats on the first and second floors would not be suitable for the elderly or disabled.

On parking, the appraisal by Acstro reads like a masterclass in whittling down the developer's liability to provide adequate parking rather than an impartial assessment of need.

Its key points are:

The five proposed parking spaces are adequate.

Tenants in the 14 flats will have below-average access to a car.

The development would generate less demand for parking than the existing permitted use, ie. church.

No spaces are necessary for the community hall as none were provided in St Pauls' previous use.

An overnight survey of parked vehicles on nearby streets showed 22 available spaces.

The assumption about car ownership is based on the 2011 census (Vale and St Augustine's ward) and recent surveys of four Newydd Housing Association sites 'in the Vale of Glamorgan'. The census on the 123 social-rented households in St Augustine's ward at that time showed 41% car/van ownership or access.

The number of social-rented houses in St Augustine's ward has increased dramatically since the census with the construction of Penarth Heights. A late-night walk-by of social rented houses in phase two of that development indicates much higher car ownership than the figures provided by Acstro.

The four Newydd sites 'in the Vale of Glamorgan' are in fact all in Barry, with all due respect, a town with a different demographic to Penarth. As Newydd now has 210 properties in Penarth, I have to ask why Barry was chosen for an assessment of car ownership per household?

The Acstro report contends that the St Paul's development would be an improvement on the existing situation in that its parking demand would be lower than for the permitted use (church). I took advice from a highways consultant, who disagreed (see note), saying that an argument could be made that the proposed development should have 10 (5 proposed and 5 shortfall) parking spaces.

I accept that it would be unreasonable to apply parking standards strictly (15 spaces for residents, 3 for visitors), but the case for 'a more flexible approach' is not as compelling as Acstro would have us believe. For instance, if a car ownership factor of only 0.5 is applied, the parking demand for 14 flats would be seven, not six, plus three for visitors, making 10. And it is inaccurate to say that parking demand attributable to community use is 'roughly half'. On information in the public domain, the community space is 368 sqm and the residential component is 683 sqm, total 1,051 sqm, so gauged by floor area, the community space accounts for about a third of parking demand rather than roughly half.

In the conclusion of the parking appraisal, there is no mention of the three visitor spaces.

Have I missed something or is it proposed that visitors, social workers, health visitors, carers and the like will have to find parking spaces on the streets?

The assessment of on-street parking also leaves me puzzled. I walked the designated streets from 00.15 to 00.35 on Tuesday, January 16, and counted 45 parking spaces, which, of course, is more than double the Acstro benchmark of 22. By far the most, 13, were on Glebe Street between Chapel Lane and Salop Street. Perhaps it's no coincidence that there are two pubs there, so spaces occupied by people from out of the area during opening hours become vacant after closing time, which is not helpful for residents coming home from work in the early evening looking for parking spaces.

I repeated the exercise on Friday, January 19, this time counting cars so I could subtract that number from Acstro's estimate of 213 available spaces. I counted 291, so there is clearly a discrepancy that merits further investigation. And perhaps the parking assessment should take account of local factors and usage at different times?

Two further points: the temporary bus stop in High Street is due to be marked out to highways standards, reducing parking spaces for at least part of the time, and the Vale council has started consultations on a parking strategy which is likely to bring tighter parking controls.

No right-thinking person would argue that the St Paul's site should not be redeveloped – it's an eyesore and a magnet for fly-tipping and other antisocial behaviour – but I do not believe that this proposal is the answer. Maybe I should be careful what I wish for, but if back-lane development is not an issue, perhaps the answer might be fewer flats, each with a parking space, and a bigger allocation of Section 106 money that was supposedly earmarked to replace the community facilities lost when the Billy Banks estate was demolished?

NOTE: The parking standard for a church is based on the number of seats, but the number of seats in the church is not known so Acstro have used the parking standard for an assembly hall. In doing so, they have over-estimated the parking demand for the church, which boosts the case that parking demand for the development would be lower than for the existing development and, therefore, an improvement.

The parking standard for an assembly hall is one space per 10 sqm. The existing floor area for the church is 650 sqm, so Acstro have said the building would require  $650/10 = 65$  spaces. The parking standard for a church is one space per eight seats. So for it to require 65 parking spaces, it would have had to have  $8 \times 65 = 520$  seats, which seems unlikely.

=====

Feb 19, 5 Queens Road, Dr James Vafidis

Thank you for the reconsultation letter which I received today (19 February 2018). I have had the opportunity to review the amended plans on the VOG website and considered the application in terms of the impacts it will have on the amenity of my own property (which backs onto the lane alongside St Pauls Church), but also the heritage and community impacts it will have on the local area.

While I support the redevelopment and conversion of a derelict church into a useable space for the community, I have representations to make about the details of the submitted proposal.

My primary concern is about the extent of demolition works of the existing St Pauls Church, which is an important landmark in Penarth and part of the character and heritage of the local area. The proposed plans include keeping the facade which I understand will not be functional with doorways nor windows. Surely, there must be a workable solution that includes refurbishing the existing structure, which is still standing. To demolish a striking example of local religious architecture and replace it with residential units of limited heritage or visual value would represent a failure to preserve the local character and historical buildings.

The plans show a community space within the new building, but this seems to be too small to represent a good resource for the local community. This building should primarily represent a space where the community can meet and do activities, as it was before the building fell into disrepair. The community aspect is, like the facade, a small gesture in the proposal, which is geared towards creating a cluster of small residential units.

My other concern with the application is the loss of privacy my family will experience as a result of the 12 additional first and second floor windows for residential units that are proposed to face and overlook the back of my property and those of my neighbours. This will surely reduce the quality of residential amenity. This impact may be less significant if the building is used as a community space, as it has been intended, rather than for residences.

=====

Feb 19, 10 Royal Close, Mr David Collinson

I write in connection with the parking appraisal by Acstro consultancy and the Highways draft response of January 5 calling in survey data on the four comparator sites and specifying other requirements.

May I draw your attention to my notes under 10 Royal Close on the Vale website and attached for your convenience?

You will perhaps be aware that the four 'comparable' developments cited by Acstro are indeed 'in the Vale of Glamorgan' – all in Barry. I was not in a position to assess the ratio of parking spaces to dwellings at those sites.

I see that the Highways draft response specifies that '...the parking space are required to be shown as allocated to specific users.'

I wonder if I might ask if that will be by individual user, eg. vehicle registration number, or category, eg. Visitor and Resident?

=====

Feb 20, 132 Plassey Street, Mr Matt Thomas

The amendments do nothing to mitigate the following material objections: 1) Inadequate parking provision for occupants and users of the community facility. This area is already suffering from lack of parking with overspill from the Penarth Heights development. This has made the area very dangerous for drivers and pedestrians alike. 2) No shared or private amenity space for occupants. This is a ghetto development, which benefits no-one apart from the developers. 3) Cramped and out of character development. 4) The community has been consulted and asked for a community facility. This was promised by the Council when

they demolished The Billy Banks estate.

=====  
Feb 21, 45 Glebe Street, Mr Owen Erasmus

I feel that this development has been poorly thought through and is not fit for purpose. The community space and parking spaces allocated are totally unsuitable and as a local resident whose property and garage is directly opposite the proposed site the developers have been unable to guarantee me uninterrupted vehicular and pedestrian access to my property during construction. I have already sought legal advice on this matter and they have not made any of the assurances required by my solicitor. As the parent of a young child who regularly plays in the lane behind the development I feel the lack of proper parking facilities will go beyond lowering our quality of life but actually be dangerous.

=====  
Feb 23, 28 Arcot Street, Mr Johathan Stock

Concerned that access to the main area will be restricted based on narrow lane, cars parked by people now habituating the garages in the lane. Parking is at a premium on the street as it is with a potential influx of 15 + cars this will only make this issue worse. Fly tipping/ general rubbish dumped, this will only encourage rats. With money spent on the image of the houses in Cogan why is planning even allowing the retention of the church elevation. It's the community hall that people want, not a wall that's more likely to end up coming down due to costs and stability.

=====  
Feb 23, 12 Royal Close, Mr Leigh Atkinson

I would like to object to the proposed development on the following basis;

1. The proposed density of accommodation is too high. The available space is not appropriate for the proposed 14 dwellings.
2. Car parking provision is totally inadequate. The parking survey was only carried out on 1 occasion at 1.00am, which does not provide an accurate reflection of the available on-street parking or the current parking problems near St Paul's. The parking problems will be compounded when the new, permanent, bus stop is installed on High Street, removing 10 parking spaces, which were apparently available during the parking survey. We currently have major safety problems caused by over parking too close to the junction of Paget Rd, High St and Queens Rd with many mobile homes being permanently parked in the area to compound the situation. We already have a significant increase in parking in Royal Close due to the lack of parking provision in the area of St Paul's and the surrounding area causing major safety issues for both pedestrians and road users. The provision of 5 parking places is totally inadequate for the proposed 31 residents.
3. The whole concept of St Paul's being turned into a residential facility goes against the Vale of Glamorgan's own public consultation, which unanimously concluded that St Paul's should be reinstated as a community facility to replace the original facility that the authorities shut down.
4. The modern design of the apartment block is not in keeping with the surrounding area.

=====  
Feb 26, Flat 9, The Royal, Queens Road, Mr Adam Jurd

I am against the new proposed construction of 14 flats. Regarding parking, the analysis conducted is completely inaccurate. I failed to find a space last night and had to park some distance away. To take the view that there will be adequate parking is absurd. There will be further issues for those that might live in the flats, given the crime rate in the lane. The height of the development will also cut out sunlight from neighbouring properties and they will become overlooked by a significant number of windows. I think there will be a health and safety issue for access of emergency services in the lane. I also do not think the design is in keeping with the surrounding area. The development needs to be completely rethought with full consultation of Penarth residents, as I believe their opinions have been overlooked.

=====  
Feb 26, 17 The Royal, Queens Road, email to councillors from Vanessa Tempest  
CANNOT OPEN THIS FILE

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Feb 27. 27 Arcot Street, Anna Solic

Dear Elected Representative,

This email has been prepared to express the views and concerns of residents in close proximity to the St Paul's Church development. You have probably received similar correspondence, but the views presented have been collated from many residents in the area including my husband and myself and reflect the issues we have with the Newydd project.

Penarth Town Council's planning committee recently recommended that the project be paused to allow proper consultation on the community centre aspect. It was also recommended that a local community group, such as the St Paul's Community Group, could and should manage the community element of the proposed development. As a member of the community, I agree. This cannot be achieved without careful thought and further in depth consultation. If properly co-produced, it could transform this near-derelict site into an inspiring, well used community space once again.

I am writing to all elected councillors to request more time for proper consultation with the local community – not just surveys, but meaningful, engaging dialogue across every age group, in line with the Five Ways of Working outlined by the Well-Being of Future Generations (Wales) Act 2015 to achieve the Seven Well-Being Goals outlined in the Act. We have a dynamic, engaged community, as was demonstrated at the Public meeting held last year, with many ideas and strong opinions on a sustainable facility that should first and foremost serve the community. In the plan submitted to Vale of Glamorgan Council, the community centre has not been thought through. A cramped, inflexible and arbitrary space has been allocated before any uses for it have been considered. That could doom it to failure, to be replaced later by more flats in this high-density scheme. There is a real local will to collaborate in the hope to make right, some of the wrongs in the site's mishandling over the years, which are well documented in the local media.

The surrounding area lost a valued community centre when the Billybanks council estate was demolished to make way for the Penarth Heights development. The community was promised £800,000 of grant funding from the developer, Crest Nicholson, to replace the facility, recommended by the Vale Council at the time of Penarth Heights planning. The St Paul's site was originally ear marked as the building to use.

We have learnt from the Council's Section 106 Officer that, without a Vale led consultation with the community, this promise has been broken; with vast majority of the money quietly allocated to the already well-served Belle Vue area, (with 3 community spaces in very close vicinity) benefiting to a proposed amount of £500,000 to renovate the Pavilion. The St Paul's area is a far more densely packed area, with a wider range of communal needs, is set to receive a sum nearer to £300,000 for the community element. The method used for the allocation of these funds is not clear, nor fair.

The community genuinely cares about St Paul's, the people in the area and its connection as a community building. As such, we hope that you are inspired by our appeal and that you support Penarth Council's recommendations to pause the planning application and for Newydd to sit back at the drawing board with the community, as they have promised to in their application, as well as answering other concerns around design and density, inadequate parking provision, and back lane development that have not been addressed yet, despite repeated questions.

The site has been unused and unloved for so long, a few more months longer will make a huge difference. If it means getting it right and having community buy in, the pause will be worth it. We hope that in working together, we can help make a success of St Paul's redevelopment and demonstrate the true meaning of co-production and sustainable communities.

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Feb 27, St Joseph's Old School, 24 High Street, Kate Davies

Dear Elected Member

You may know that a decision is imminent on plans to redevelop St Paul's Church, Penarth, with a mix of flats and a community centre.

If properly thought through, it could transform this near-derelict site, and there's a real local will to collaborate on plans. But there's also a long and painful back-story to this development, well documented in local media.

Essentially, the local area lost a valued community centre when the Billybanks council estate was demolished in 2010 to make way for the Penarth Heights development. At that time, the community was promised £800,000 of S106 grant funding from the developer, Crest Nicholson, to replace the bulldozed facility and help build cohesion



between existing and newer communities.

Without consultation, that promise has been broken with almost all of that money quietly allocated to a more affluent part of the town. We learn from the Council's Section 106 Officer that it's the already well-served Belle Vue Park area (with three existing indoor community spaces) that will benefit to the tune of £500,000 whereas St Paul's - a much poorer, far more densely packed area, albeit in that same electoral ward as Belle Vue - will only receive £300,000 of the original £800,000 recommended by the Vale Council at the time of Penarth Heights planning consent.

Now we are told that if we are to justify any sort of community facility, it may have to be managed by people locally. That's not unfeasible, but it cannot be achieved without careful thought and consultation about the community aspect.

What are we asking for? More time for proper consultation with the local community - not just surveys, but meaningful, engaging dialogue across every age group, in line with the Five Ways of Working outlined by the Well-Being of Future Generations Act 2015 to achieve the Seven Well-Being Goals outlined in the Act. Working together, we can help make a success of St Paul's redevelopment.

In the plan submitted to Vale of Glamorgan Council, the community centre has not been thought through. A cramped, inflexible and arbitrary space has been allocated before any uses for it have been considered. That could doom it to failure, to be replaced later by more flats in this high-density scheme. If, for example, local demand is for music rehearsal space, it will need soundproofing to protect residents in the building as well as neighbours in Arcot Street.

People have other concerns that have not been addressed yet, despite repeated questions. These include:

1 Design and density - in Penarth's most densely packed area, too many units have been squeezed into the site, creating miserable housing and adding to pressure on local infrastructure.

2 Inadequate car parking - only five spaces are planned for the 14 flats plus a community centre. Our analysis indicates that the applicant's parking appraisal is flawed.

3 Backlane development - this scheme would set a dangerous precedent.

Penarth Town Council's planning committee recently recommended that the project be paused to allow proper consultation on the community centre aspect. As a community, we agree. In fact it's the only way it can work successfully, which is what we all want.

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Feb 28, 17 The Royal, Vanessa Tempest

I live in Cottage No. 2 at the rear of The Royal flats (my address is 17 The Royal), so in very close proximity to St Pauls across Chapel Lane.

I notice from the revised documents that there is a plan showing distances and angles including my property (attached). I logged previously my concerns regarding visibility into my property (attached) and notice that Tim Land, 49 Arcot Street has raised this issue also. He states the following:

"Having looked at the VoG guidance on minimum distances, including angles of view....."

I have tried to locate the guidance he is referring to but without success; I would be very grateful if you direct me to this guidance please.

Additionally, are you able to explain what is happening regarding consideration of the issues of privacy referred to by myself and Tim Land? - I have not been able to work out from the online information the status of this and would appreciate an explanation of why the attached plan has been generated and how any decision regarding privacy and visibility between the properties on the plan will be reached please.

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Feb 28, 17 The Royal, V Tempest – repeats statement of January 25.

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March 3, 26 Arcot Street, Mrs Alison Game

Once again, I write to voice my objections to this proposed development which is completely inappropriate for the site – too big, too modern and too cramped. Parking WILL be an issue – every current resident of the area knows this, however many reports are produced to say otherwise. When the St Augustine's community was asked what they wanted to happen to St Paul's, the majority decision for a return to the boxing and gym clubs was ignored but feelings remain high. The community space allocated by Newydd is laughably small and



needs to be completely re-thought. I ask you to put a hold on this proposal to allow the community more time to gather information so that the floor area and configuration of floor space that would be most beneficial to the greatest number of users can be determined and a new set of plans drawn up.

=====

March 6, 2 Old St Joseph's, 24 High Street, Mrs Kate Davies

Having read the revised plans to redevelop St Paul's Church, Penarth, with a mix of flats and a community centre, here are my comments as a local resident.

If properly thought through, the plans could transform this near-derelict site, and there's a real local will to collaborate. Under the Well-being of Future Generations Act 2015, this sort of collaboration should be encouraged.

Reading the Welsh Government's Draft Planning Policy Wales: Edition 10 (February 12, 2018), it strikes me that the concept of 'placemaking' being introduced as a key driver is directly relevant to this proposed development.

The five key planning principles outlined in the document clearly state the need to work in an integrated way to maximise the contribution to well-being. That requires well designed places and cohesive communities, sustained and created by ensuring the appropriate balance of uses and density to make places where people want to be whilst meeting requirements of new development.

I would ask the Committee to fully consider whether the principle of 'placemaking' has been fully considered in this proposal. Whether a true assessment of community need has been thought through – for current and future generations. These questions are particularly relevant, given the long and painful back-story to this development, well documented in local media.

[Continuation of this letter largely repeats note of February 27]

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March 6, 10 Royal Close, David Collinson

Talking to another local resident who has been observing car parking in the vicinity of St Paul's, I realise that in my DIY surveys, I wrongly included Salop Street and the southward continuations of High Street, Arcot Street and Glebe Street to Plassey Street. This would account for me finding significantly more parking spaces than the Acstro survey.

Had these streets been parked solid – they were not – it would have made no difference to the number of available parking spaces. However, I did not compare like with like and that is an error.

Time and the weather are against me, but I will carry out a new survey as soon as possible.

NB: NEW SURVEYS SENT TO THE HEAD OF HIGHWAYS AND THE CASE OFFICER ON MARCH 19 HAVE NOT BEEN POSTED ON THE VALE COUNCIL WEBSITE.

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March 7, 25 Arcot Street, Mr Philip Sky – repeats statement of January 20

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March 8, 33 Paget Road, Fiona Bussell

I feel that more time is required for further and proper consultation with the local community, in line with the Five Ways of Working outlined by the Well-Being of Future Generations (Wales) Act 2015 to achieve the Seven Well-Being Goals outlined in the Act. We have a dynamic, engaged community, as was demonstrated at a Public meeting held last year, with many ideas and strong opinions on a sustainable facility that should first and foremost serve the community. In the plan submitted to Vale of Glamorgan Council, the community centre has not been thought through. A cramped, inflexible and arbitrary space has been allocated before any uses for it have been considered.

I am also concerned about future parking requirements. The Planning Application is making use of guidelines that can allow for minimising parking standards, but I believe that the Vale of Glamorgan parking guidelines state that suitable parking should be available.

Paragraph 4.16 states: "Local Planning Authorities should give greater weight (than if considering non-residential uses) to the potential adverse impacts likely to result from on street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures".

4.5 The aim as previously remains to ensure that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion.

The parking appraisal submitted along with this application attempts to demonstrate that there will not be demand for significant parking but it appears to use old data and poorly constructed observational methods to draw conclusions. With only 5 proposed spaces, it also suggests that St Paul's residents are to be discouraged from car ownership. Again this appears to be conjecture with no real evidence to suggest this would be the actual situation. Therefore further consultation and gathering of better evidence is required.

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March 9, 30 Arcot Street, Mrs Katrina van der Vliet – see also Jan 22

As a near neighbour to this proposed development I am extremely worried that it constitutes massive over-development of the available space. The proposed plans appear to have overlooked the impact of a further 14 households on the surrounding area. This is particularly worrying in terms of traffic, this area is already saturated particularly as the streets around the development are used daily by commuter parking for the town centre. The argument that the residents will not be able to afford cars is weak, there is no way that Newydd would be able to dictate what residents do in regards to their transport decisions or those of the people who may be visiting them. I am also concerned about noise and light pollution, and the possibility that this development is the thin end of the wedge when it comes to 'back lane' development, something frowned upon in other, perhaps more affluent areas of Penarth, but apparently perfectly acceptable in this ward.

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March 9, 29 Arcot Street, Tim Land – see also Jan 25

1. Objection – Overlooking Windows (Privacy)
2. Objection – Car Parking and Traffic Impact
3. Objection / Comments -Construction

4. Objection / Comments -Chapel Lane infrastructure

1. Objection - OVERLOOKING WINDOWS (Privacy) Location: South side of the building (specified as the 'Side Elevation') 1st and 2nd floor one bedroom flats – Kitchen window. Plan Drawing 2024-004D

The amended plans show changes to the windows for ground, first and second floor windows. This is a welcome change from the previous plan but there is still a lack of clarity from the plans and designs given as to the exact height of the windows and if they afford views from the inside to the surrounding properties.

If the windows have been placed above average head height then it is safe to assume they are functioning to allow light in rather than views. I am including my original submission of why windows with views from the side elevation are problematic and contravene VoG guidelines on minimum distances.

Original objection

Flats that feature a window at the kitchen sink area on the 'Side Elevation' will directly overlook the rear of at least 5 properties, 45 – 50 Arcot Street and the 2nd floor window will extend many houses further up the row.

The position of the window is problematized by the nature of the window – Kitchen sink windows tend to afford extensive monitoring of the view. These windows will offer direct and commanding views over gardens and into the rear windows of the properties.

I can conclude from having previously lived in a converted church overlooking residential properties that the kitchen window view afforded extensive insight into the surrounding houses and gardens, observing people's properties and their daily routines. Just by the process of being at the kitchen sink and carrying out simple chores did I have insight into people's personal lives. The position encouraged observation but in fact was affording a view that was deeply invasive.

I would also add that the views I experienced extended well beyond 21 meters and were also aided by the lack of blinds / curtains / netting and other obscuring materials that tend to be minimised in rear windows in order to promote views into the properties' own garden. Furthermore, 'watchtower' windows with sun reflections on the glass do not appear to be noticeable by those lower down. Again, I was very aware of how oblivious some residents were of the window and seemed to behave as though they were not observable.

Having looked at the VoG guidance on minimum distances, including angles of view, I would state that the kitchen windows on the 1st and 2nd floor flats (South side elevation) contravene this guidance in regard to properties 45 – 46. I would also state in regard to these properties that they may not have the necessary information to place an objection (45 is a rental property and 46 is owned by a charity as supported living). The residents and any future residents will be comprised and the Planning department must take this issue into

account rather than simply relying on the current properties' owners to make objections. It is these situations that end up with planning errors because the system is reliant on an objection at one moment in time.

Houses 47 – 50 will also be compromised by what I know to be observable views, while these may be beyond the minimum distance (which is a guide rather than an absolute specification) given the elevation of the windows, they will afford unfettered views down into the properties - they will act as 'watchtower' positions. The views into the gardens offer an even more invasive aspect and could detract from the character and use of the gardens. The windows could also incur and encourage the building of excessively high fences which will cast shadows into the adjacent garden on the north side of any property doing so. It should be noted that 9 of the apartments do not feature a kitchen window and are obviously suitable as properties utilising light from the central window. Whilst the designs are obviously trying to maximise every opportunity there is no principle that these kitchens must have a window. In this case the windows come at the expense of an invasion of privacy for the properties in Arcot street. There has never been a view from this part of the site and the surrounding properties with their historical development and use precedes the design proposal.

Conclusion: I would request that kitchen windows in these properties are above head height and use glazed [obscured] glass in order to protect surrounding properties from observation and privacy invasion.

2. Objection - Car Parking and Traffic Impact: Provision of car parking is inadequate and is likely to have adverse impact with on street parking.

I would like to highlight an issue that is probably the most common concern for local residents but has continually been dismissed by proponents of the scheme. Parking is indicative of the central issue surrounding the development - Over Density. The planning is making use of guidelines that can allow for minimising of parking standards, but equally, the VoG parking guidelines state that suitable parking should be available.

And paragraph 4.16 states: "Local Planning Authorities should give greater weight (than if considering non-residential uses) to the potential adverse impacts likely to result from on street parking when the design and layout of the street is unlikely to satisfactorily cope with additional residential parking pressures".

4.5 The aim as previously remains to ensure that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion. It also states that:

For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken. Acceptable evidence of this would be a contractual arrangement with tenants to secure low car ownership levels.

The ACSTRO parking appraisal attempts to demonstrate that there will be significantly less demand or requirement for parking spaces than normal. However, it uses old data and poorly constructed observational methods to draw conclusion.

Some points to note:

The parking appraisal survey area is flawed. It has selectively used streets to minimise the effects of current parking congestion. Three key streets that connect directly to the St Paul's 'block' and would be obvious sites for parking are not included in the survey area - Salop Street, King street and Coronation Terrace.

The survey area used extends to the Paget Road boundary with Steep Street. (See Appendix of ACSTRO Parking Appraisal – pg 11) This is a section of road not connected with the St Paul's 'block', it is across Queen Street, which is the busiest street in the area and regularly incurs speeding traffic, it is also down a steep hill. It is not the logical place to park if you live within the St Paul's 'block' as Queen St acts as a natural boundary. More to the point, the distance to the end of the survey area on Paget Road / Steep Street junction as measured by road is 190m. The same distance from St Paul's as measured by road will include all of King street, three-quarters of Coronation Terrace, and three-quarters of Salop street from Glebe street junction to High St junction. Why would those crucial roads be omitted? An observation is that they are absolutely full and there is rarely available parking on them especially in the evening when a survey would take place. Instead Paget road has been used as it tends to have a greater number of spaces.

The parking survey is flawed and has used a misleading survey area to obscure the number of available spaces in the direct areas around St Paul's.

The Parking survey needs to be re-conducted, with more than one observation and with a logical survey area.

There are further points to raise with the parking appraisal.

- Penarth is on a headland and surrounded by water, whilst it may have shops and amenities it does therefore require travel to reach the greater number of resources.

- Also to note is the idea of social housing and car ownership. Car ownership is associated with health and well being and it is a perceived marker of status, freedom, empowerment. It clearly allows for greater access to resources both economically and culturally and affords more opportunity than being reliant only on public transport. This 'affordance' should be an achievable aspect for residents of the site. Referring back to VoG parking guidelines:

'For developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken. Acceptable evidence of this would be a contractual arrangement with tenants to secure low car ownership levels'.

Would Newydd be obligated to discourage car ownership through contractual means in order to compile with this requirement of evidence?

The award winning Newydd designs in Barry that have been much touted in the consultation / planning process have near enough one parking space per unit. Whilst the 'one off' observation in the ACSTRO appraisal suggests the lack of demand for the spaces there is no factoring in of future use. One space per unit is a sensible feature and suggests why those residential sites are properly designed and have received awards. They afford opportunity, development and aspiration, is it [considered] that St Paul's residents be denied those opportunities?

Cars will continue to be an integral factor in transport in South Wales. The region is unlikely to merit the same investment into large scale metropolitan transport systems as found in major cities worldwide. There is strong evidence to suggest that cost effective electric vehicles will become the standard and more desirable mode of transport over the next 30 years.

Residents of St Paul's need to be afforded the same opportunities as other Newydd tenants to access transport and should have the right to vehicle ownership.

The current number of parking spaces would suggest that St Paul's residents are to be discouraged from car ownership or extensive access to car-based interaction.

The ACSTRO parking appraisal concludes with an assessment of current parking availability to the site and points 5.1 / 5.2 demonstrate a complete lack of understanding as to the current situation. It an appraisal by numbers without proper correlation of solid evidence.

To restate from the VoG parking Guidelines:

4.5 The aim as previously remains to ensure that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion. The local area is already critical in terms of parking and traffic management. There are cars parked over pedestrian crossing points, corners are obscured and blocked, there are no passing points in narrow streets, there is a lack of yellow lines and visible chicanes, there is speeding (Penarth town area needs a 20 mile zone). There is a serious accident waiting to happen. The introduction of more cars without sufficient off-street parking is a critical design flaw.

To conclude:

- The appraisal does not provide repeat observations, the survey area is seriously flawed and actually suggests a deliberate exclusion of certain streets closest to the site in order to provide biased data. The appraisal offers weak comparisons, old data, and a lack of local knowledge and observable practice.

- This parking appraisal should be discounted and a more rigorous and accurate assessment made.

- The lack of parking spaces is indicative of the overall design problem of too many units and over density of residential dwellings in that area.

3. Objection / Requirement – Construction: Local residents accept that St Paul's needs to be redeveloped and that will incur construction. It is hoped that construction will be scheduled to avoid major disruption to local residents. What is not clear is the timescale and intended months of the year construction will take place. This is a crucial aspect for local residents in surviving a major construction project such as this. It should be noted that many children live in properties around the site and rely on gardens as important areas of play especially through the summer months and critically in school holidays. There needs to be consultation and management of construction so the most disruptive elements are not taking place during school holidays and at times when residents need the use of outdoor space.

It will be a highly contestable aspect for the construction to prioritise 'good weather' to benefit the developer at the cost of the local residents.

There need to be assurances as to the scheduling of construction to avoid major disruption.

4. Requirement - Chapel Lane infrastructure and traffic management. A reiteration of previous comments as to the need for infrastructure development if Chapel Lane is to be considered suitable for habitation with a development such as this.

It is welcomed that Highways have specified that Chapel lane is resurfaced and given suitable lighting. This is essential as the development will incur increased use of the lane from Glebe street, Salop street and Arcot street. As the entire design proposed at St Paul's is in essence a 'back lane' development the current status of Chapel Lane as 'back lane' needs to change. It needs the proper infrastructure and traffic management to make it safe. As a resident with a rear garage I have a strong knowledge and understanding of the lanes currently and can reasonably project the problems and issues increased use will cause. The planning department should recommend / specify the following:

1. One way system for Chapel Lane. The rear car parking will increase what is a quiet rear lane into a regularly used road. All access points are only one car wide so it will become very problematic and hazardous if a one-way system is not implemented.

2. Yellow lines at pinch points. There are yellow lines on the East-West section of Chapel Lane but they will need to be further used on the North South section where the lane narrows to one car (rear of 51 southward)

3. Speed restrictions: There will need to be a 5-mph speed limit in the lane. Its narrow design and access to garages and other makeshift residential dwellings needs to be considered. The design will also encourage pedestrian access from all access points but there is no pavement in the north south section.

4. New signage and monitoring for Fly Tipping. Chapel lane is one of the worst areas for fly tipping in Penarth - it is regularly used to dump domestic and commercial waste. The suggestion from the design statement provided by WYG suggests all fly-tipping will disappear due to the natural surveillance of residents in St Pauls. This is a simplistic assumption and habits will not immediately change – the main focus for dumping will simply move further up the lane towards Salop Street. New and highly visible signage needs to be introduced along with CCTV monitoring. It is unacceptable to allow the health and safety risk that is Chapel Lane fly-tipping to continue and it has long been the message from VoG that St Paul's development will be the catalyst.

5. Lighting. Sufficient lighting needs to be provided for Chapel Lane but it must not cause light pollution to the rear properties in Glebe / Arcot / Salop street. Low level lighting must be used, if it does not extend above height of rear walls / garages then it will not cause disturbance to rear properties.

6. Further residential development of Chapel Lane. The development of St Pauls and Chapel lane will incur the application of residential developments to coach houses and garages. Developing these spaces as ancillary buildings is acceptable but planning should not allow self-contained flats to develop.

Note: I am aware of a resident who has openly said they will apply to build a flat in an existing coach house if St Pauls is developed. This will only introduce more traffic and density issues into the lane. It should be limited to ancillary use without full self-contained facilities. (I wish to develop my current garage back into a coach house for ancillary use to the main house).

=====

March 9, 49 Arcot Street, Ms Sarah Sweeney – see also Jan 25

Objection to overlooking windows on the south side (side elevation). Change of window design needs final clarification that it does not allow 'peep hole' viewing. Windows should be above head height or glazed to ensure privacy of surrounding properties. Community centre management and 'ownership' has not been made clear in the design process. There need to be assurances that the space remains a community centre and is not an exploitable asset for Newydd. It should have the same status and protection as VOG community centres. This is more akin to a public / private partnership and as part of the design process this needs to be made clear. There are two many unanswered questions which should be integral to the design. The central issue for objection is over-density of the immediate area. There is good evidence that infrastructure will be adversely affected by the number of residents proposed along with the well-being of the residents themselves.

=====

March 9, 75 Salop Street, Mr Chandima Kulamannage

Since our previous letter we cannot see that you have taken any action to resolve the parking congestion we are already experiencing, there is no doubt that with this

development the congestion in this area is going to escalate. I cannot see that you have made much difference from the original application.

We would like you to consider our request. Once again, there is no doubt that the parking issue is going to be worsening more than now due to your new proposal, unless you come up with a solution for parking we object to the above project.

=====

March 10, 37 King Street, Mr Kevin Lawrence – see also Jan 8

Please refer to my earlier objection as the minor alterations to the plan do not address these. I am particularly concerned about the parking this new development has as it is totally inadequate. Trying to park in this area of Penarth is a growing problem without adding 14 new properties with only 5 parking bays. The additional visitors for support to the new tenants could include a variety of professionals such as social workers, health visitors, community psychiatric nurses, family support workers and others. In addition with no concrete proposals for the use of the community space it is impossible to gauge how much extra traffic this could entail.

=====

March 10, 43 Glebe Street, Mr Jeff Follett – see also Jan 11

Again, I would like to object to the amended application on the grounds that it is still an over development of an already highly populated area where again the complete lack of adequate parking provision has not been addressed. I am convinced that the lane to the rear of Glebe St will become in effect a car park which will restrict access to existing properties.

=====

March 16, 17 The Royal, Cottage 2 at rear, Miss Vanessa Tempest – see also Feb 28

Objection to Amended - 2024-002J proposed site plan: I object strongly to the proposed removal of the pavement on Chapel Lane and widening of the lane for two vehicles. This is because I use the exit to Chapel Lane as the main point of entry to my property on a daily basis, as well as for putting out rubbish to the designated collection point for my property on Arcot Street. I am also extremely concerned about my neighbour, who is an elderly lady (92) who is unsteady on her feet and has a history of falls and also uses the exit to Chapel Lane as her only way to access her property. Could I suggest a one-way system to remove the need for removal of the pavement and widening of the lane?

=====

March 28, 44 Arcot Street, KD & JV Lemon

We strongly object to the road widening proposals being introduced into Chapel Lane due to the immediate proximity to our home. We believe it would be dangerous, as the single width traffic which is already in existence, has previously caused issues to our safety whilst inside our home. Also there is a side access area to our home which is frequently used and has also proven a danger previously with single width traffic in place. I am concerned as my mother who is 87 and seriously arthritic and has other health concerns sleeps in the front room of our property adjacent to this road. Previously the main side wall of our house in Chapel Lane has been hit by a vehicle; hence there is now a bollard in place erected by the Vale of Glamorgan council as a safety precaution. By introducing two-way width traffic in Chapel Lane it will then double the risk of our safety to our person and our property. Also Chapel Lane will then most likely be used as a place to park cars once again causing a safety issue to our property but also a noise nuisance with cars going up and down all hours of the day and night and car lights, and car doors opening and closing but also cause loitering around the area directly outside our home, within Chapel Lane where our side entrance is located, which then poses a security risk to our property if and indeed when car users loiter. It is also a serious concern that these plans being submitted by Newydd, if permitted, will adversely affect our property value and my mother has lived in this house for over 60 years.

We firmly object to these plans being approved and firmly believe that there are too many flats being proposed and there is inadequate road space and parking to accommodate an already overly populated and indeed traffic dense area and firmly object to a two way width traffic system and road alterations being made in Chapel Lane and then being used as parking area for over spilling traffic and parking at the risk of our safety and the safety of our property and indeed value of our property. We object strongly to these proposals.

This is on behalf of myself and my mother who unfortunately is unable to submit her objections via email herself and therefore gives her consent to my speaking and on her

behalf which results in this email counting as two objections from above address.

=====

March 29, 36a Arcot Street, James Mayer – see also Jan 2

Very little has changed in the revised plans, and those changes seem to have made things worse.

Below are my original objections, which still stand. I pointed out that the footway was not wide enough. Now I see that the footway is being removed all together. How can this be considered either safe or an improvement?

=====

April 1, 6 Meliden Road, Miss Rosanna Hughes – see also Jan 8

I am the owner of 6 The Royal, Queens Road. My tenants have told me it is already almost impossible to park in this area during evenings and weekends. This development is going to make matters a lot worse. Any development on this site needs many more parking spaces than currently planned otherwise there will be significant disruption to the lives of existing residents. They are also worried about how busy the lane will become because of increased parking and traffic.

=====

April 3, 25 Arcot Street, Philip Sky

Please see my comments on previous iterations of this scheme. How are cars and pedestrians going to safely use Chapel Lane?

=====

April 7, Flat 9, The Royal, Mr Adam Jurd – see also Jan 8 and Feb 26

Parking is already at and over capacity in the area. The additional 5 spaces with be completely inadequate. There are no clear plans for the communal space and it would unlikely be economically viable as there will be insufficient parking. The building's windows above a certain height will overlook other properties. Additionally the height of the building will cut out sunlight to nearby properties. There is an issue with access. Widening the lane will be impractical and take away pedestrian access. Furthermore, traffic in the lane will cause noise and air quality issues. The design of the building is not in keeping with properties in the area. There has not been sufficient consultation, other than the repeated planning applications. There was already a plan in place to use this as a community space accepted by residents but was refused. It makes no sense to refuse this and then apply for planning on a project which residents are clearly unhappy with.

=====

April 8, 26 Arcot Street, Dr Alison Game – see also Jan 11

- • The Highways Agency document of 12/01/2018 clearly states that '...the footway is required to be widened to 2.0m between the junction with Arcot Street and the proposed pedestrian access serving the proposed apartments.'
- • So how can Newydd now plan to completely remove it? This lane is well-used by pedestrians and this change will endanger them.
- • Previously the residents' bin store had been quietly moved from adjacent to the flats' main entrance (2024-002C) to an inaccessible position at the rear of the building (2024-002D). There is enough rubbish dumped outside St Paul's at the moment without making the situation even worse by poor design. However on 4<sup>th</sup> April yet another elevation plan (2024-004I) appeared with the bin store seemingly back by the front entrance, although the drawings are far from clear. There are no site plans to accompany this and no explanation for it. There is a reference to Revision H, which I am unable to find. Would it be possible to clarify this please?
- • Overall, these regular changes to the plans strike me as all smoke and mirrors. This scheme needs to be completely redesigned with far fewer flats, a parking space for each, amenity space for the residents and a spacious, useable community space at the front – then everyone will be happy.
- I hope that, prior to any discussion, the Planning Committee will make a site visit to see for themselves the location of this proposed development, and the enclosed nature of the space.

Please, as our elected representatives, put a temporary halt on this development so that further community consultation can find a solution that suits everyone.



=====  
 April 9, 49 Arcot Street, Tim Land – see also Jan 25 and March 9

1. 1. Objection – Removal of Pedestrian Footpath
2. 2. Objection – Partial Chapel Lane infrastructure
3. 3. Objection – Bin Store re-location
4. 4. Objection - Loss of amenity space
5. 5. Objection – Loss of rear pedestrian access

#### Amendments and changes demonstrate overall problem with site design

The amended plans represent changes to the original design brought about from objections and recommendations, both from residents and infrastructure agencies. It is understood that any design will undergo change but this demonstrates the piecemeal approach in the design process and underlines the fundamental problem with the project: Over development is attempting to squeeze too much onto the site and it is the residential aspect that is generating the greatest resource stress on the local area. The proposed number of dwellings is too many and it is causing design problems as is obvious by these amendments.

The number of dwellings need to be reduced to afford proper design consideration for all residents and community members.

The original designs sought to re-imagine the area by 'opening up' Chapel Lane and the rear lane as an access point for the site. This was a much-promoted aspect to the design proposal and suggested how 'natural surveillance' with the increased access would reduce fly-tipping and criminal activities. In numerous requests by residents to VoG and councillors to address the problems in Chapel Lane it has been stated that St Paul's will be the fix. A residents' meeting attended by local architect Chris Lyons also helped to promote the design vision of an open site to afford urban renewal. Other issues aside (community space and number of dwellings) this was an attractive proposition for making the site work for any intended residents and for adding community value to the area.

The new amended plans have closed the site off to rear access and natural surveillance, reduced the quality of amenity space and inhibit pedestrian use in Chapel Lane. It is a fundamental change in design principle and has weakened the concept of the project and the proposal of renewal and development.

The recent amendments should be measured against the policy used by WYG in their design statement:

WYG Planning Statement Pg 11 - quoting VOG LDP – Policy MD2

- where appropriate, provide new or enhanced areas of public realm particularly in key locations such as town centres,
- promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour.

#### Design changes and objections.

1. 1. Objection – Removal of Pedestrian Footpath (Safety)

Amended plans submitted onto the portal 15<sup>th</sup> March show proposed site plan 2024-0021 as having removed the pedestrian footpath.

The removal of the existing footpath is a significant change to the site that will compromise pedestrian safety. With the introduction of the rear car park and increased traffic to Chapel Lane the lack of a footpath will cause safety issues for pedestrians regularly using the east west section.

The east-west section of Chapel Lane is a popular pedestrian highway that links significant sections of the local area. It is extensively used by school children, mothers and families, senior citizens, dog walkers, and general pedestrians to cut out the longer walk around Queens Road. It is an established pedestrian thoroughfare that will continue to be used short of blocking it up.

The existing footpath demonstrates the historical need and purpose of assured pedestrian safety. Currently, the lane is used by vehicles accessing garages, a residential dwelling, and by vehicles cutting between Glebe St / Arcot St. The footpath is essential for pedestrian safety. Previous designs for the St Pauls site show the retention of the footpath and indeed its widening at the Arcot St end as recommended by VoG Highways Agency. This seemed logical considering the addition of a car park and increased traffic in the lane.

With the amended design, it is to be assumed that several factors may have changed the original design that included the footpath (although a narrative from the designers and planners would be useful, one can only glean through the bare minimum documentation as to what is taking place).

Access for emergency vehicles seems to be one reason for widening the lane and has



therefore resulted in removing the footpath (access for emergency vehicles has been stated by residents before – why has a multi-national design company missed this most basic fact and design consideration? This should have been factored into the initial design and site footprint).

The other reason seems to suggest that removing the footpath and widening the road allows for vehicle access primarily from Arcot Street (WYG email 15/3/18 states “two lane width for cars passing” in Chapel Lane). There is not enough evidence for why this design has been implemented (spreading the access points across Glebe / Salop and Arcot would make more sense and as was implied by the original design proposal). This will now cause a traffic hotspot on the Arcot St access. This approach also serves to lessen the burden of Chapel Lane infrastructure, the email from WYG also states:

“As discussed Newydd are in agreement to the proposed resurfacing works only (around the boundary of the site) They are not in agreement to any other works to Chapel Lane and the rear lane.”

It is clear that creating proper vehicle access would require resurfacing the whole of Chapel Lane / rear lane. In concentrating vehicle access to Arcot St this has conveniently removed the cost of further Chapel Lane resurfacing. This approach is only possible by removing the footpath.

You cannot ‘value engineer’ on pedestrian safety. There needs to be retention of the footpath in Chapel Lane as according to proper highway safety conventions.

WYG Planning Statement Pg 11 - quoting VOG LDP – Policy MD2

- have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree.

1. 2. Objection – Partial Chapel Lane infrastructure

The site design should require that Chapel Lane (East to West and North to South) is fully resurfaced with lighting. The partial approach will not solve the current issues of fly-tipping and criminal activities. Any part of the lane that is left in the current condition will continue to attract the problems and still affect the St Paul’s site and the quality of the residential dwellings. There seems to be an issue of responsibility with the lane area between the council and Newydd with either side not wishing to absorb cost. This demonstrates the lack of understanding that the lane environment will have on the project and the wellbeing of residents.

Newydd /WYG need to reflect on their award-winning builds in Barry and why they are correctly positioned with modern infrastructure surrounding the sites. This design principle needs to be applied to St Paul’s if it is to be effective.

1. 3. Objection – Bin Store re-location

The amended plans on the planning portal 2024-002I show that the bin store has been moved from the Chapel Lane entrance on the north of the building back to its original position on the south side of the building. Residents spoke at length with WYG / Newydd through consultation phases as to why this was a poor design based on the practice and knowledge of refuse collection in the area. The area already has an issue with poor refuse collection management, both on the part of the council and some residents. Proper design as to the efficient management and collection of refuse for St Paul’s is obvious so it will not add to the current problem (which still needs to be solved – the mass dumping of rubbish from the Royal Hotel apartments outside St Paul’s – please see appendix pictures).

By placing the rubbish store in Chapel Lane it would simplify the process of putting out the rubbish and possibly allow for direct removal by refuse truck if widening Chapel Lane allows for a short reverse manoeuvre. (But the lane still requires a footpath).

It is not clear if a caretaker or such will be responsible for the rubbish. Communal responsibility in flats is a notoriously problematic approach if it is not properly designed. Leaving the bin store on the south side incurs a long walk through the community centre access path and will incur large volumes of rubbish ending up outside the community centre – especially at a time when the centre is likely to be used. (Also note in the appendix pictures the extent to which bags are broken open by seagulls and the waste spilling out onto the street... VoG do not provide a sufficient solution to this problem – possibly look at Brighton Council’s approach to seagull nuisance).

Note: There is a further elevation plan submitted on the portal 4/4/18 – 2024-004I showing the bin store elevation back on the north side of the building. Is it to be understood this is a further amendment to the amendment? There is no site plan to properly confirm this.

1. 4. Objection - Loss of amenity space

Previous plans (2024-002C) showed an amenity seating area in the rear of the site. The need for shared space to foster wellbeing and community for St Paul’s residents has been discussed and raised with WYG / Newydd. A simple seating area is very effective for

enjoying outdoor space and developing neighbourly relations. The removal of this space is problematic and decreases the opportunity for residential interaction. This is detracting from the original design proposal of inclusive and communal living and demonstrates the over density of the design. Why has it been removed? It would appear that greater space has been given to car access and manoeuvring. (Again, how is it that basic design principles have been missed on this project – surely WYG should know how much space is needed for proper vehicle access?).

VoG planning guidance states:

Amenity Space Within Residential Developments

**POLICY 2: THE COUNCIL WILL ENSURE THAT USABLE, ADEQUATE AND APPROPRIATE PRIVATE AMENITY SPACE IS PROVIDED AS PART OF RESIDENTIAL DEVELOPMENT.**

The amenity space needs to be retained to offer some basic outside access for residents of St Paul's. All other properties in the area have this feature.

1. 5. Objection – Loss of rear pedestrian access

The removal of pedestrian access to the rear also conflates the issue with changing the original design. It concedes that Chapel Lane is grotty and does not offer a solution other than avoiding it. This also concentrates access to the Chapel Lane / Arcot entrance increasing footfall and possibilities for disturbances to existing residents. On a street with no gardens funnelling 30+ people into one small entrance point constitutes a development that will affect current residents.

VoG planning guidance states:

Residential Privacy and Amenity

**POLICY 3: THE CONSTRUCTION OF NEW RESIDENTIAL DEVELOPMENT MUST RESPECT THE CHARACTER OF EXISTING RESIDENTIAL DEVELOPMENT, WHILST ENSURING THAT THE PRIVACY AND AMENITY OF SURROUNDING PROPERTIES ARE SAFEGUARDED.**

Furthermore, there will be a loss of natural surveillance with lack of rear pedestrian access, (also added to by loss of amenity space and window obscuring). This will contravene the WYG design statement as submitted for the application:

WYG Planning Statement Pg 22

- an environment where neighbours interact regularly ensuring high levels of natural surveillance – particularly for the rear access lane.

WYG Planning Statement Pg 23

- Improve the levels of natural surveillance in the area benefiting the safety and security of the area.

The rear pedestrian access should be retained to fulfil the original design principles – spreading access and improving natural surveillance.

Conclusion

The amendments are now demonstrating significant changes from the design statements originally submitted by WYG / Newydd. The entire application should be re-submitted with a new design statement and a re-design to properly afford the considerations the site offers.

## MATTERS ARISING FOR COMMITTEE

4.

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth	
<b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works	

**From:** David Collinson

**Summary of Comments:** Continues to raise an objection in respect of parking impacts and the submitted parking survey

**Officer Response:** The parking and traffic impacts have been fully considered in the Committee Reports.

**Action required:** None

Ms Joanne Dovey  
Highways Manager  
Visible Services & Transport  
Vale of Glamorgan Council  
The Alps, Quarry Road  
Wenvoe CF5 6AA

March 18. 2018

Dear Ms Dovey

### **Planning application 2017/01337/FUL, St Paul's Church, Penarth**

Further to my letter of March 2, I have carried out four counts of parked vehicles this week on the streets designated in the Acstro parking appraisal and enclose the results for your information.

I took a slightly different approach to Acstro in that I counted both parked vehicles and available spaces rather than comparing parked vehicles to a notional number of spaces. I fully accept that Acstro will be working to a national standard in its calculation of available spaces, but it does not necessarily reflect reality: for instance, two commercial vans – and there are plenty of those in the vicinity of St Paul's – might take up three standard parking spaces, or careless, even dangerous, parking will squeeze in more vehicles than "standard".

I carried out my surveys on weeknights at various times and again, I think this reflects reality rather than a count at one o'clock in the morning.

Three of the four surveys showed more parked vehicles than the Acstro standard of 213 available spaces.

The Monday survey, carried out shortly before midnight, showed 34 available spaces, reducing to 28 if the Acstro benchmark of 213 spaces is applied.

The Wednesday survey, around 8pm, showed 19 spaces, but fewer in total than the benchmark, so it could reasonably be argued that 21 spaces were available.

The Friday and Saturday night counts measured identical totals, though the distribution of available spaces varied. If the Acstro benchmark is applied (203 observed vehicles subtracted from 213 available spaces), the number of available spaces reduces from 20 (reality) to 10 (notional).

There is a different argument to be had about the validity of the Acstro parking map but my purpose is to establish the truth of the matter as best I can and compare like with like in the real world.

In any event, I believe that this numbers game is a box-ticking exercise on the path to planning approval which has already been decided. After all, what rational person could look at the streets around St Paul's and conclude that five allocated parking spaces are sufficient for 14 flats and a community hall?

What happens when the Vale brings in long-overdue parking controls in Penarth, as it surely will? Do we really consider that actively promoting any additional on-street parking will contribute to the quality of life and well-being of present and future generations in Penarth? Is that really the world we want for ourselves and our children?

Kind regards,

David Collinson

**From:** Contact OneVale  
**Sent:** 20 April 2018 11:29  
**To:** Willmott, Michael  
**Subject:** FW: St Paul's Penarth, planning application 2017/01337/FUL

Hi Michael

Please can you advise which Councillors are on the Planning Committee to enable me to forward.

Kind Regards

Gemma  
Customer Service Representative / Cynrychiolydd Gwasanaethau Cwsmeriaid  
Customer Relations / Cysylltiadau Cwsmer  
Vale of Glamorgan Council / Cyngor Bro Morgannwg  
tel / ffôn: 01446 700111

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---

**From:** Collinson Alex [REDACTED]  
**Sent:** 12 April 2018 23:32  
**To:** Contact OneVale; Sivagnanam, Sivaruby [REDACTED]  
**Subject:** St Paul's Penarth, planning application 2017/01337/FUL

*I would be grateful if you would forward this message to members of the planning committee as I cannot identify them individually and do not wish to send the message to all councillors.*

Dear councillor

I write in connection with the above planning application as I shall be returning from abroad when it goes before the committee on April 26.

My main concern is car parking, or rather lack of it. I hope you will be aware that there is considerable anxiety locally about this issue as well as other aspects of the scheme. The general feeling is that this proposed development seeks to cram in far too many flats on a backstreet site in an already crowded part of Penarth, and with only five parking spaces allocated for 14 flats and a community centre.

In my view, the parking appraisal by Acstro consultancy is seriously flawed, in particular by relying on one count of parked vehicles and citing four "comparable" developments "in the Vale of Glamorgan". All are in fact in Barry and perhaps most tellingly, all are allocated almost one parking space per dwelling.

I submitted my own analysis of the Acstro appraisal and that appeared on the Vale planning portal with the many other objections. I subsequently noted that I had misread the Acstro map and promptly acknowledged that error in a letter to the head of Highways and the planning case officer. That letter, too, appeared on the portal. To put matters right, I carried out new surveys and submitted the data and a covering letter, again to the head of Highways and the case officer, on March 18 or 19 by post. Perhaps there's a rational explanation, but I cannot find that information (attached) on the planning portal and I have not had an acknowledgement despite a follow-up email.

My aim in all this is to meet fact with fact rather than conjecture and anger, but it must be said that any rational person walking the streets around St Paul's could not seriously conclude that the parking provision is remotely adequate. And the latest development — digging up the pavement in Chapel Lane to meet the requirements of the fire service — simply beggars belief and highlights a determination to push this inappropriate scheme through at any cost.

Kind regards,  
David Collinson

**From:** Butler, Stephen  
**Sent:** 23 April 2018 09:35  
**To:** Robinson, Victoria L  
**Subject:** RE: St Paul's Penarth, planning application 2017/01337/FUL

ta

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

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---

**From:** Robinson, Victoria L  
**Sent:** 23 April 2018 09:34  
**To:** Butler, Stephen  
**Subject:** FW: St Paul's Penarth, planning application 2017/01337/FUL

For late reps

Victoria Robinson  
Operational Manager for Planning and Building Control / Rheolydd Gweithredol - Rheoli Datblygu  
Regeneration and Planning / Adfywio a Chynllunio  
Vale of Glamorgan Council / Cyngor Bro Morgannwg  
tel / ffôn: 01446 704661  
mob / sym: 07860526606  
e-mail / e-bost

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**From:** Contact OneVale  
**Sent:** 20 April 2018 16:18  
**To:** Willmott, Michael; Robinson, Victoria L; Edgerton, Elaine

**Cc:** Goldsworthy, Marcus J; Contact OneVale  
**Subject:** RE: St Paul's Penarth, planning application 2017/01337/FUL

H ✓

Good Afternoon

The email has already been forwarded to Councillor's on the Planning Committee.

Kind Regards

Gemma  
Customer Service Representative / Cynrychiolydd Gwasanaethau Cwsmeriaid  
Customer Relations / Cysylltiadau Cwsmer  
Vale of Glamorgan Council / Cyngor Bro Morgannwg  
tel / ffôn: 01446 700111

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**From:** Willmott, Michael  
**Sent:** 20 April 2018 15:08  
**To:** Robinson, Victoria L; Edgerton, Elaine  
**Cc:** Goldsworthy, Marcus J; Contact OneVale  
**Subject:** FW: St Paul's Penarth, planning application 2017/01337/FUL

Good Afternoon,

Please see below and attached representation from a constituent in regards to application: 2017/01337/FUL. I understand that the planning department will email this to members on the planning committee before the meeting and the Democratic Services department will print hard copies, so this item can be considered under matters arising.

If this is not the case and you recommend another course of action, please let me know at the earliest opportunity.

Many thanks,

Michael Willmott  
Scrutiny Support Officer / Swyddog Cefnogi'r Cabinet  
Democratic Services / Gwasanaethau Perfformiad a Datblygu  
Vale of Glamorgan Council / Cyngor Bro Morgannwg  
tel / ffôn: 01446 709826  
mob / sym:  
e-mail / e-bost: 

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## MATTERS ARISING FOR COMMITTEE

5.

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth <b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works	

**From: Planning Agent and Deborah Margetson (Specialist Services Officer)**

### **Summary of Comments:**

Geotechnical and Geo-environmental Site Investigation Report submitted by the agent on 17<sup>th</sup> April, with an amended version submitted on 18<sup>th</sup> April.

Submitted to address the requirements of proposed Condition 11, which requests, prior to the commencement of any development works, a scheme to investigate and monitor the site for the presence of gases being generated at the site or land adjoining.

Following consideration by the Councils Specialist Services Officer, amended comments have been received.

### **Officer Response:**

The amended comments received from the Councils Specialist Services Officer have removed the requirements for a scheme to investigate and monitor the site for the presence of gases, as required by Condition 11.

### **Action required:**

Remove Condition 11



## COFNOD / MEMORANDUM

I / To:	<b>Mr. S. D. Butler</b>
Adran / Dept:	<b>Planning Department</b>
Dyddiad / Date:	<b>19/04/18</b>
Eich Cyf / Your Ref:	<b>2017/01337/FUL</b>

Oddi Wrth / From:	<b>D Margetson</b>
Ein cyf / Our ref:	<b>SRS/E/DMM/017/01337/FUL .rev</b>
Ffôn / Tel:	<b>03001236696</b>
Ebost / Email:	<b>dmmargetson@valeofglamorgan.gov.uk</b>

**SUBJECT: PLANNING APPLICATION NO: 017/01337/FUL: ST. PAULS CHURCH HALL, ARCOT STREET, PENARTH; REDEVELOPMENT OF THE FORMER ST PAULS CHURCH SITE (INCLUDING DEMOLITION OF EXISTING BUILDING WITH RETENTION OF FRONT CHURCH ELEVATION) TO CREATE 14 ONE AND TWO-BEDROOM AFFORDABLE HOUSING UNITS; MULTI-PURPOSE COMMUNITY HALL (368 SQM); LANDSCAPING; CAR/CYCLE PARKING; ACCESS; AND ASSOCIATED WORKS.**

I would like to provide revised comments in relation to potential contaminative issues on behalf of SRS: Environment Team: SRS received the following information directly from Jon Hurley, WYG:

*Terra Firma (Wales) Ltd; March 2018; Geotechnical & Geoenvironmental SI Report Ref: 14627.*

The above confirms that there is no significant risk from ground contamination or ground gases associated with landfill (the site is within an area requiring radon protection measures). On this basis, I wish to amend my recommendation for Geoenvironmental conditions as follows:

Contamination is not known at this site, however the potential to encounter significant contamination during the development can not be ruled out. I would therefore advise the use of the 'unforeseen contamination' condition.

The proposals include soft and hard landscaping. Should there be any importation of soils to develop the garden/landscaped areas of the development, or materials imported as part of the construction of the development, then it must be demonstrated that they are suitable for the end use. This is to prevent the introduction of materials containing chemical or other potential contaminants which may give rise to potential risks to human health and the environment for the proposed end use.

Shared Regulatory Services requests the inclusion of the following conditions and informative statements in accordance with CIEH best practice and to ensure that the safety of future occupiers is not prejudiced.

# COFNOD / MEMORANDUM

## CONDITIONS

### **PC14D. CONTAMINATED LAND MEASURES – UNFORESEEN CONTAMINATION**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 2 days to the Local Planning Authority, all associated works must stop, and no further development shall take place unless otherwise agreed in writing until a scheme to deal with the contamination found has been approved. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme and verification plan must be prepared and submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing by the Local Planning Authority. The timescale for the above actions shall be agreed with the LPA within 2 weeks of the discovery of any unsuspected contamination.

Reason: To ensure that any unacceptable risks from land contamination to the future users of the land , neighbouring land, controlled waters, property and ecological systems are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

### **PC15A IMPORTED SOIL**

Any topsoil [natural or manufactured], or subsoil, to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

### **PC15B IMPORTED AGGREGATES**

Any aggregate (other than virgin quarry stone) or recycled aggregate material to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with the relevant Code of Practice and Guidance Notes.

## COFNOD / MEMORANDUM

Subject to approval of the above, sampling of the material received at the development site to verify that the imported material is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the LPA.

Reason: To ensure that the safety of future occupiers is not prejudiced.

### ADVISORY/INFORMATIVE

#### **R4 CONTAMINATION AND UNSTABLE LAND ADVISORY NOTICE**

The contamination assessments and the affects of unstable land are considered on the basis of the best information available to the Planning Authority and are not necessarily exhaustive. The Authority takes due diligence when assessing these impacts, however you are minded that the responsibility for

- (i) determining the extent and effects of such constraints;
- (ii) ensuring that any imported materials (including, topsoils, subsoils, aggregates and recycled or manufactured aggregates/ soils) are chemically suitable for the proposed end use. Under no circumstances should controlled waste be imported. It is an offence under Section 33 of the Environmental Protection Act 1990 to deposit controlled waste on a site which does not benefit from an appropriate waste management license. The following must not be imported to a development site;
  - Unprocessed / unsorted demolition wastes.
  - Any materials originating from a site confirmed as being contaminated or potentially contaminated by chemical or radioactive substances.
  - Japanese Knotweed stems, leaves and rhizome infested soils. In addition to section 33 above, it is also an offence under the Wildlife and Countryside Act 1981 to spread this invasive weed; and
- (iii) the safe development and secure occupancy of the site rests with the developer.

Proposals for areas of possible land instability should take due account of the physical and chemical constraints and may include action on land reclamation or other remedial action to enable beneficial use of unstable land.

The Local Planning Authority has determined the application on the basis of the information available to it, but this does not mean that the land can be considered free from contamination.

**Deborah Margetson**  
**Specialist Services Officer, Environment**  
**Shared Regulatory Service**  
**Bridgend, Cardiff & the Vale of Glamorgan**

**From:** Margetson, Deborah [REDACTED]  
**Sent:** 23 April 2018 14:25  
**To:** Butler, Stephen  
**Subject:** RE: 2017/01337/FUL: St. Pauls Church Hall, Arcot Street, Penarth

Good afternoon Stephen,  
I can confirm that the changes in proposals you describe will not impact significantly in terms of potential contamination risks. Consequently my recommendations remain as per my memo of 19/4/18.  
Regards  
Deborah

*Deborah Margetson  
Specialist Services Officer, Environment  
Shared Regulatory Services  
Bridgend, Cardiff & the Vale of Glamorgan*

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---

**From:** Butler, Stephen [mailto:[REDACTED]]  
**Sent:** 23 April 2018 13:58  
**To:** Margetson, Deborah  
**Cc:** jon.hurley [REDACTED]  
**Subject:** RE: 2017/01337/FUL: St. Pauls Church Hall, Arcot Street, Penarth

Deborah.

The submitted Geotechnical and Geoenvironmental Site Investigation has been amended, as the original report stated that the whole building was going to be demolished. This is not the case as the facade will be retained and the report (section 7.1) has been amended accordingly. In light of this can you please confirm that your comments would remain unchanged.

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: [REDACTED]  
e-mail / e-bost: [REDACTED]

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---

**From:** Margetson, Deborah [REDACTED]  
**Sent:** 19 April 2018 07:41  
**To:** Butler, Stephen  
**Subject:** 2017/01337/FUL: St. Pauls Church Hall, Arcot Street, Penarth

Good morning Stephen,

I have now received the following from Jon Hurley, WYG :

Terra Firma (Wales) Ltd; March 2018; Geotechnical and Geoenvironmental Site Investigation Report Ref: 14627.

The above confirms that the SI identified no significant risk from ground contamination, or ground gases associated with landfill (the site is within an area requiring radon protection measures). On this basis, I wish to amend my recommendation for geoenvironmental conditions as per the attached memo.

Regards  
Deborah

*Deborah Margetson*  
*Specialist Services Officer, Environment*  
*Shared Regulatory Services*  
*Bridgend, Cardiff & the Vale of Glamorgan*

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---

**From:** Butler, Stephen [REDACTED]  
**Sent:** 18 April 2018 17:17  
**To:** 'jon.hurley'  
**Cc:** Margetson, Deborah  
**Subject:** RE: St Pauls - Updated SI

Jon,

Will you forward the amended SI onto Deborah to review, so that she is aware that the scheme does not comprise of full demolition.



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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: [REDACTED]  
e-mail / e-bost: [REDACTED]

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---

**From:** Butler, Stephen  
**Sent:** 18 April 2018 16:50  
**To:** 'jon.hurley'  
**Subject:** RE: St Pauls - Updated SI

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: [REDACTED]  
e-mail / e-bost: [REDACTED]

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---

**From:** jon.hurley [REDACTED]  
**Sent:** 18 April 2018 16:46  
**To:** Butler, Stephen  
**Subject:** St Pauls - Updated SI

Hi Steve

Have also sent by post just in case this email is too large

Jon

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Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu'n ddwyieithog. Byddwn yn cyfathrebu â chi yn ôl eich dewis, dim ond i chi roi gwybod i ni pa un sydd well gennych. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

Mae'n bosibl bod gwybodaeth gyfrinachol yn y neges hon. Os na chyfeirir y neges atoch chi'n benodol (neu os nad ydych chi'n gyfrifol am drosglwyddo'r neges i'r person a enwir), yna ni chewch gopio na throsglwyddo'r neges. Mewn achos o'r fath, dylech ddinistrio'r neges a hysbysu'r anfonwr drwy e-bost ar unwaith. Rhowch wybod i'r anfonydd ar unwaith os nad ydych chi neu eich cyflogydd yn caniatáu e-bost y Rhynggrwyd am negeseuon fel hon. Rhaid deall nad yw'r safbwyntiau, y casgliadau a'r wybodaeth arall yn y neges hon nad ydynt yn cyfeirio at fusnes swyddogol Cyngor Dinas a Sir Caerdydd yn cynrychioli barn y Cyngor Sir nad yn cael sel ei fendith. Caiff unrhyw negeseuon a anfonir at, neu o'r cyfeiriad e-bost hwn eu prosesu gan system E-bost Gorfforaethol Cyngor Sir Caerdydd a gallant gael eu harchwilio gan rywun heblaw'r person a enwir.

\*\*\*\*\*



# MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<p><b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth</p> <p><b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works</p>	

**From: Planning Agent – Jon Hurley**

**Summary of Comments:** email from agent with attached letter from the South Wales Police Partnership Development Officer which confirms that a Secured by Design Application has been submitted.

**Officer Response: Noted**

**Action required: None**

**From:** jon.hurley [redacted]  
**Sent:** 23 April 2018 11:00  
**To:** Butler, Stephen  
**Subject:** FW: st pauls

Hi Steve

Thanks for getting the application to committee on Thursday. In terms of a couple of points following a review of the committee report:

- Attached is a letter provided from the architects which confirms that a Secured by Design Application has been submitted.
- Based on discussions in recent days we presume that condition 11 can now be altered confirming no gas monitoring is required.

Thank you

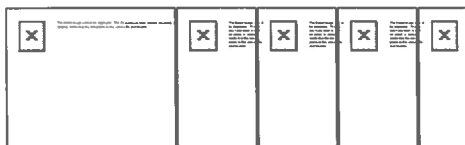
Jon

**Jon Hurley**  
Director

**WYG**  
5th Floor, Longcross Court, 47 Newport Road, Cardiff, CF24 0AD  
**Tel:** +44 2920 320 789  
**Mob:** +44 7867 142 150

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**From:** [redacted]  
**Sent:** 20 April 2018 16:06  
**To:** jon.hurley [redacted]  
**Subject:** st pauls

**Darren Payne**  
for and on behalf of cfw Architects Ltd

e-mail: [redacted]  
☎ 029 2034 0491

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6iii

Territorial Policing Hub  
 South Wales Police  
 Police Headquarters  
 Cowbridge Road  
 Bridgend  
 CF31 3SU

Email: [REDACTED]

Tel: 01656 761888  
 Mobile: [REDACTED]

Darren Payne  
 Director  
 cfw architects ltd  
 The Hawthorns  
 6 North Road  
 Cardiff  
 CF10 3DU

16<sup>th</sup> January 2018

Dear Darren

**Secured by Design E/3841/18**  
**St Pauls Church Arcot Street Penarth**

I refer to your recent correspondence re the above. Thank you for sending me the relevant drawings and Secured by Design application.

For your information, I have allocated this development the Secured by Design registration number E/3841/18. The issue of a full certificate is on the understanding that all agreed security measures are incorporated into the final build.

It is important that all aspects of the agreed design/plans are adhered to as there will be a final site inspection prior to the issue of the completion certificate.

It is advised that regular contact is maintained with progress reports to ensure that the development meets the standards required. Should it be necessary officers are available to offer advice throughout the course of this developments' construction.

**Please note.**

PAS 24 2016 doors and windows must be visually and permanently marked to show they are PAS 24 2016. Where Secured by Design standards have been specified, certification must be provided to show the products meet the specified standards. Doors and windows should be manufactured / installed by a Secured by Design Licensed Company.

Mae Heddlu De Cymru yn croesawu derbyn gohebiaeth yn Gymraeg a Saesneg.  
 Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd  
 gohebu yn Gymraeg yn arwain at oedi.

South Wales Police welcomes receiving correspondence in Welsh and English.  
 Any correspondence received in Welsh will be answered in Welsh and corresponding  
 in Welsh will not lead to a delay in responding.

Prif Gwnstabl **Matt Jukes QPM, MA(Oxon)MSc.** Chief Constable

Yours sincerely,

**Gwyn Batten**  
Partnership Development Officer

6iv

**Secured by Design**



**Diogelwyd Trwy Ddyluniad**

## MATTERS ARISING FOR COMMITTEE

7.

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2017/01337/FUL	<b>Case Officer:</b> Mr. S. D. Butler
<b>Location:</b> St. Pauls Church Hall, Arcot Street, Penarth <b>Proposal:</b> Redevelopment of the former St. Pauls Church site (including demolition of existing building with retention of front church elevation) to create 14 one and two-bedroom affordable housing units; multi-purpose community hall (368 sqm); landscaping; car/cycle parking; access; and associated works	

**From:** Max Wallace, Tim Land and Cllr Ruba Sivagnanam

### Summary of Comments:

The emails question the Geotechnical and Geo-environmental Site Investigation Report submitted by the agent on 17th April, which stated that the whole of the building was going to be demolished, including the façade, on the basis that the application propose to retain the façade.

The validity of the amended version of the Geotechnical and Geo-environmental Site Investigation Report submitted on 18th April is also questioned, which states that the facade will be retained.

### Officer Response:

The Geotechnical and Geo-environmental Site Investigation Report submitted by the agent on 17th April, did state in section 7.1 Preparation of Site that "*The existing church and adjoining church hall should be demolished, and all foundations and concrete slabs and areas of hardstanding within the development area excavated out and removed.*"

The Council were advised of the above statement to fully demolish, by email via a Ward Member (on behalf of a local resident). In light of the above, the case officer emailed the agent to request an amended document to reflect the proposals as submitted (to retain the façade).

The amended Geotechnical and Geo-environmental Site Investigation Report was submitted by email from the agent of 18th April at 16:46, in which the amended document was attached. The amended report was reviewed to ensure that it was correct and subsequently linked into the planning record, with its description revised to include "amended" and the description of the previous report submitted on 17th updated with "Superseded".

The amended Geo-environmental Site Investigation Report, now makes reference to the retained façade, in line with the application proposals.

Section 7.1 of the report has been amended to read :

"Section 7.1 Preparation of Site

*The front facade of St Paul's Church is to be retained as part of the development, and will form part of the new hall.*

*The remainder of the church and the adjoining church hall will be demolished, where foundations and concrete slabs within the development area should be excavated out and removed.*

**Action required: None.**

**From:** Butler, Stephen  
**Sent:** 23 April 2018 09:33  
**To:** Sivagnanam, Sivaruby; Thomas, Neil C (Cllr)  
**Subject:** RE: St Paul's Church, Arcot Street, Penarth

Councillor Sivagnanam

Further to your email, the original Geotechnical and Geo environmental Site Investigation Report received on 17<sup>th</sup> April, was incorrect as it stated in Sec. 7 Engineering Recommendations, that that ".....*The existing church and adjoining church hall should be demolished...*"

This matter was drawn to our attention by a local resident, and I immediately contacted the agent and advised him of this error. The report was subsequently amended and an updated report was submitted to us and exported on our website on the 18<sup>th</sup> April.

That section of the report has been amended and now states :

*"The front facade of St Paul's Church is to be retained as part of the development, and will form part of the new hall.*

*The remainder of the church and the adjoining church hall will be demolished, where foundations and concrete slabs within the development area should be excavated out and removed."*

I discussed the matter with Mr Land on Friday PM and advised that we had received an updated Geotechnical Report.

I hope this clarifies the position.

Regards

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



**From:** Sivagnanam, Sivaruby  
**Sent:** 23 April 2018 09:22  
**To:** Butler, Stephen; Thomas, Neil C (Cllr)  
**Subject:** Re: St Paul's Church, Arcot Street, Penarth

7iii

Dear Stephen

I have received the email below; please do have a definitive response as there has been conjecture!

Thank you.

Best Regards,

Rubs

Councillor Ruba Sivagnanam  
St Augustine's Ward

Sent via Vale of Glamorgan Council corporate mobile email/ Wedi'i anfon o MDM corfforaethol Cyngor Bro Morgannwg Correspondence is welcomed in Welsh or English / Croesawir Gohebiaeth yn y Gymraeg neu yn Saesneg.

----- Original Message -----

Subject: St Paul's Church, Arcot Street, Penarth

From: tim land [REDACTED]

Date: 20 Apr 2018, 14:59

To: "Butler, Stephen"

[REDACTED] "Sivagnanam, Sivaruby"

[REDACTED] <[REDACTED]@uk>, "Thomas, Neil C (Cllr)" <[REDACTED]>

Dear Mr Butler,

I have phoned the planning department office today with a request to speak with yourself, I have left my mobile number and hope to hear from you soon in regard to this issue. Should that not be possible today.... I am writing here to ask the following:

The recently uploaded Geotechnical report (17/4/18) on the planning application document section - (2017/01337/FUL) states:

Page 15 - Geotechnical and Geoenvironmental site investigation report (14627)

SECTION 7 Engineering Recommendations

7.1 Preparation of Site

*The existing church and adjoining church hall should be demolished, and all foundations and concrete slabs and areas of hardstanding within the development area excavated out and removed.*

Does this mean the facade as well ? Surely the report should state if the retention of the facade is possible? The current planning application due to go before committee on 26/4/18 is based on the use of the facade.

7iv

**From:** max wallis [REDACTED]  
**Sent:** 23 April 2018 10:30  
**To:** Planning  
**Cc:** Gray, Benjamin T (Cllr); green keith; Thomas, Neil C (Cllr); Sivagnanam, Sivaruby  
**Subject:** Re: Re planning application: St. Pauls Church Hall, Arcot Street, Penarth 2017/01337/FUL

Cllr Gray informed me on Friday that the applicants had submitted a *Geotechnical and Geoenvironmental site investigation report* replacing one posted last Monday 17th April.

This was in response to my e-mail to you and him of 18 April (below), so could you please say how the case officer raised my point (on demolition of the frontage) with the applicant, eg. by phone or e-mail and to whom?

I see that Penarth Daily News describe the replacement *Geotechnical report* as "backdated" *Terrafirma and Newydd submitted an "amended" (and backdated) version of their geotechnical report.*

As there is no proper date on the signatory sheet, just March 2018, its authenticity could be questioned. Could you please supply information re. the dates and times of this replacement? Specifically, please supply the dated/timed cover e-mail (or letter) that accompanied the replacement version. Also the VoG records of the officer note checking its validity (with time/date) and record of its posting up on the planning portal, together with the change in the name of the previous version to add "superseded".

Could you supply answers today, in view of the meeting scheduled for 26th? If not possible, please give a time when I could inspect the planning file on Tuesday, to check it myself.

With thanks,  
Max Wallis [REDACTED]  
Friends of the Earth Barry&Vale

On 18 April 2018 at 11:01, max wallis [REDACTED] wrote:  
Thank you for posting up our submission on 3rd April in response to our complaint of the 2nd.

In view of the applicant submitting the surveyor/technical report posted up yesterday, which does not assess retention of the frontage but recommends demolition of the lot, would you ask them to confirm they no longer intend to retain it and advise them to re-write or withdraw the application?

Would you in any event, confirm that the application will not be going to the 26 April Planning Committee?

Max Wallis [REDACTED]  
Friends of the Earth Barry&Vale

**From:** tim land [REDACTED]  
**Sent:** 20 April 2018 14:59  
**To:** Butler, Stephen; [REDACTED] Sivagnanam, Sivaruby;  
Thomas, Neil C (Cllr)  
**Subject:** St Paul's Church, Arcot Street, Penarth

Dear Mr Butler,

I have phoned the planning department office today with a request to speak with yourself, I have left my mobile number and hope to hear from you soon in regard to this issue. Should that not be possible today.... I am writing here to ask the following:

The recently uploaded Geotechnical report (17/4/18) on the planning application document section - (2017/01337/FUL) states:

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SECTION 7 Engineering Recommendations  
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*The existing church and adjoining church hall should be demolished, and all foundations and concrete slabs and areas of hardstanding within the development area excavated out and removed.*

Does this mean the facade as well ? Surely the report should state if the retention of the facade is possible? The current planning application due to go before committee on 26/4/18 is based on the use of the facade.

To quote the planning application report Pg 56

*The proposed layout is considered to make the most efficient use of the site. In terms of the site's relationship with Arcot Street, the Design and Access Statement states that the scheme has been designed so as to ensure an active frontage with the street, whilst ensuring that the proposed design remains in-keeping with the surrounding context, with the existing façade of the church being retained.*

Community members and Penarth Town Council have asked that there be clarity on the retention of the facade before it goes to a full planning application, otherwise the planning application is not valid.

Can you clarify what the Geotechnical report is stating?

Thank you

Tim Land

**From:** Butler, Stephen  
**Sent:** 18 April 2018 11:44  
**To:** jon.hurley [REDACTED]  
**Cc:** Darrel Powell [REDACTED]  
**Subject:** St Pauls Church

Jon,

I have just been advised by a local member (via Max Wallace) that the Geotechnical and Geo-environmental Site Investigation Report states in Sec. 7 Engineering Recommendations

*7.1 Preparation of Site*

*The existing church and adjoining church hall should be demolished, and all foundations and concrete slabs and areas of hardstanding within the development area excavated out and removed.*

It is now being questioned that the scheme has changed again with the whole building being demolished. I assume that the report just fails to make reference to the retained facade. Can this be remedied immediately.

Thanks

Stephen Butler  
Principal Planner / Prif Gynllunydd  
Regeneration and Planning / Adfywio a Chynllunio  
Vale of Glamorgan Council / Cyngor Bro Morgannwg  
tel / ffôn: 01446 704624  
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**From:** jon.hurley [REDACTED]  
**Sent:** 18 April 2018 16:48  
**To:** Butler, Stephen; Gavin Fairclough; Darrel Powell  
**Subject:** RE: St Pauls Church

Hi Steve

Just to let you know we have sent you a memory stick with updated SI. I have also compressed the file and sent by email (13mb) which should hopefully get through

Anything else please let us know

Jon

-----Original Message-----

**From:** Butler, Stephen [REDACTED]  
**Sent:** 18 April 2018 11:54  
**To:** jon.hurley [REDACTED]; Gavin Fairclough [REDACTED]; Darrel Powell [REDACTED]  
**Subject:** RE: St Pauls Church

Thanks Jon

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: SButler@valeofglamorgan.gov.uk

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-----Original Message-----

**From:** jon.hurley [REDACTED]  
**Sent:** 18 April 2018 11:54  
**To:** Gavin Fairclough; Darrel Powell  
**Cc:** Butler, Stephen  
**Subject:** Fwd: St Pauls Church

Hi Gav

Please see below

Am just about to go into a meeting. Please can you contact the consultant and get them to make the change asap

Thanks

Jon

7vill

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: "Butler, Stephen" [REDACTED]

Date: 18/04/2018 11:43 (GMT+00:00)

To: "jon.hurley" [REDACTED]

Cc: "Darrel Powell" [REDACTED]

Subject: St Pauls Church

Jon,

I have just been advised by a local member (via Max Wallace) that the Geotechnical and Geo-environmental Site Investigation Report states in Sec. 7 Engineering Recommendations

#### 7.1 Preparation of Site

The existing church and adjoining church hall should be demolished, and all foundations and concrete slabs and areas of hardstanding within the development area excavated out and removed.

It is now being questioned that the scheme has changed again with the whole building being demolished. I assume that the report just fails to make reference to the retained facade. Can this be remedied immediately.

Thanks

Stephen Butler

Principal Planner / Prif Gynllunydd

Regeneration and Planning / Adfywio a Chynllunio Vale of Glamorgan Council / Cyngor Bro Morgannwg tel / ffôn:

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# MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2018/00240/RES	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land at North West Cowbridge	
<b>Proposal:</b> Phase 2 of the development consisting of 306 new homes, new public open space, landscaping and highways infrastructure	

**From:** Mr Webb, Cowbridge and Llanblethian Residents Group

**Summary of Comments:** Raising concern with regard to the loss of hedgerow adjacent to Llantwit Major Road

**Officer Response:** This matter falls outside of the red line of this application and as such is a matter to be considered in the landscaping respective of this phase. A response was sent to Mr Webb advising him of this

**Action required:** None

8i

RECEIVED  
19 APR 2018  
Regeneration  
and Planning

DB Webb MA, MD, FRCP,  
Picton House,  
Church Road,  
Llanblethian,  
Cowbridge,  
CF 71 7JF



17 April 2018

Re: 2018/00240/RES

Dear Sir/Madam,

I enclose my letter of the 31<sup>st</sup> of March this year. I am yet to receive an acknowledgement after 18 days. Can this matter please be expedited.

Yours faithfully,



D.B. Webb M.A., M.D., F.R.C.P.



8ii

**DB Webb MA, MD, FRCP,  
Picton House,  
Church Road,  
Llanblethian,  
Cowbridge,  
CF 71 7JF**



Re: 2018/00240/RES

31 03 2018

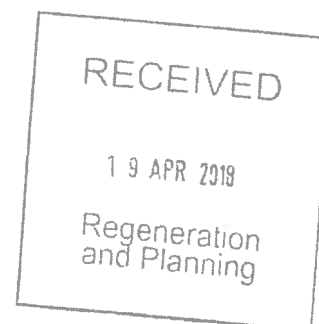
Dear Sir/Madam,

In this matter I am representing the Cowbridge and Llanblethian Residents Group.

On the latest plans for this development a new bus stop is indicated on the Llantwit Major Road (B 4270) close to where the new development abuts the houses in Darren Close. The plans indicate an extensive lay by to accommodate a bus stop. Though this may be necessary it is important that the hedge that is removed to allow for this lay by is properly replaced on both sides of the road. The current hedge on the Northwest side provides visual and auditory screening for the residents of Darren Close. It will look very strange if there is a gap in the hedge behind the lay by on either side. Furthermore the developer is already subject to a formal complaint regarding unauthorised hedge clearance further south on the B4270 between this point and the new link road. We have concerns both that the present hedge will be removed during the nesting season, and also ,very importantly, not replaced subsequently.

Yours sincerely,

D.B. Webb M.A., M.D., F.R.C.P.



# MATTERS ARISING FOR COMMITTEE

9.

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2018/00240/RES	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land at North West Cowbridge	
<b>Proposal:</b> Phase 2 of the development consisting of 306 new homes, new public open space, landscaping and highways infrastructure	

**From: Robert Lankshear, Planning Officer**

**Summary of Comments: Further to negotiation with applicant, amended house type plans received, requiring amended plan references within condition 1 as follows:**

1. The development shall be carried out in accordance with the following approved plans and documents:

GA 90 03 Rev A ' Planning Layout - Phase 2'; GA 90 03 Rev A 'Materials Finishes Plan' , GA 90 06 Rev A 'Boundary Treatments Plan' and **GA-90-08 A 'Street Scene Elevations C & E'** received 6 April 2018

IL31131-014 (Rev B) Site Location Plan; GA-90-02 'Extent of Residential Development; Darren Farm Phase 2 Design Update; GA90-10-Rev A 'Boundary Treatment Elevations'; EL-90-101iii ' Gosford Floorplans'; EK-90-102i 'Easedale - Render'; EK-90-102ii 'Easedale -Floorplans'; ~~EL-90-103i 'Midford Elevation (Render) (Detached); EL-90-103ii 'Midford Elevation (Brick/Render) Handed'; EL-90-103iii 'Midford Floor Plan'; EL90-104i Rev A 'Whitford Elevation (Render/Stone); EL-90-104ii 'Whitford Elevation (Stone/Render) (Handed); EL-90-104iii 'Whitford Elevation (Brick/Render) (Special); EL-90-104iv 'Whitford Floor Plan'; EL-90-104v 'Whitford Elevation (Brick/Render); EL-90-104vi 'Whitford Elevation (Brick/Render) (Handed); EL-90-104viii 'Whitford Elevation (Brick/Render) (Handed) (Special); EL-90-105i Rev A 'Shelford Elevation (Stone) (Special); EL-90-105ii Rev A 'Shelford Elevation (Stone) (Special) (Handed); EL-90-105iii 'Shelford Elevation (Brick/Render); EL-90-105vi 'Shelford Elevation (Render/Stone) (Handed); EL-90-105vii 'Shelford Floor Plan'; EL-90-105ix Rev A 'Shelford Elevation (Stone); EL-90-105xi Rev A ' Shelford Elevation (Render/Stone); EL-90-105xii 'Shelford Elevation (Render/Stone) (Handed); EL-90-105xiii 'Shelford Elevation (Render/Brick) (Handed); EL-90-106i 'Kentdale Detached - Render'; EL-90-106ii 'Kentdale Detached - Render - Handed'; EL-90-106iii 'Kentdale Detached - Stone'; EL-90-106iv 'Kentdale Detached - Stone - Handed'; EL-90-106v 'Kentdale Floorplans'; EL-90-107i 'Eynsham Detached - Render; EL-90-107iii 'Eynsham Detached - Render'; EL-90-107iv 'Eynsham Detached - Render - Handed'; EL-90-107v 'Eynsham Floorplans'; EL-90-108ii 'Fakenham - Render & Stone - Handed'; EL-90-108iii 'Fakenham Detached - Render'; EL-90-108iv 'Fakenham Detached - Render - Handed'; EL-90-108v 'Fakenham Detached - Stone'; EL-90-108vi 'Fakenham Floorplans'; EL-90-109ii 'Lavenham - Brick and Render'; EL-90-109iii 'Lavenham - Brick and Render Handed'; EL-90-109iv 'Lavenham - Stone and~~

Render Plot 374'; ~~EL-90-109v 'Lavenham - Stone and Render - Handed'~~; EL-90-109vi 'Lavenham Floorplans'; EL-90-109vii 'Lavenham - Stone and Render'; ~~EL-90-110i 'Mappleton (Stone) Handed'~~; EL-90-110ii 'Mappleton Elevation (Stone)'; ~~EL-90-110iii 'Mappleton Elevation (Render/Stone)'~~; EL-90-110iv 'Mappleton Floorplans'; EL-90-110viii 'Mappleton Elevation (Stone) (Special)'; ~~EL-90-110ix 'Mappleton Special (Side Bay) Floorplan'~~; ~~EL-90-110xiv 'Mappleton Elevation (Render/Stone) (Handed)'~~; EL-90-111i 'Langdale - Detached - Stone/Render'; ~~EL-90-111ii 'Langdale - Detached - Stone/Render - Handed'~~; EL-90-111iii 'Langdale Floorplans'; ~~EL-90-112i 'Heydon Render'~~; EL-90-112ii 'Heydon - Render - Side Windows'; EL-90-112iii 'Heydon - Render - Side Widnows - Handed'; EL-90-112iv 'Heydon - Render - Handed'; ~~EL-90-112v 'Heydon - Stone'~~; EL-90-112vi 'Heydon - Stone - Handed'; EL-90-112vii 'Heydon Floorplans'; EL-90-112viii 'Heydon - Stone Special Plot 185'; EL-90-113i 'Rosedale Elevations (Stone and Render) (Semi Detached)'; EL-90-113ii 'Rosedale Plans'; EL-90-113iii 'Rosedale Elevations (Brick/Render) (Semi Detached)'; EL-90-114i Rev A 'Ashton G (Brick/Render)'; EL-90-114ii 'Ashton G (Floorplan)'; ~~EL-90-115ii Rev A 'Beckford Semi - Render'~~; EL-90-115iii Rev A 'Beckford Terrace - Render'; EL-90-115v 'Beckford Floorplans'; EL-90-116i '1BF - Render'; EL-90-116iii '1BF - Floorplans'; EL-90-117i '2.7 Terrace - Render'; ~~EL-90-117ii '2.7 Semi - Render'~~; EL-90-117iii '2.7 Floorplans'; EL-90-118iii '3.1 Terrace - Render'; EL-90-118iv '3.1 Floorplans'; EL-90-119i '4.2 Semi- Render'; EL-90-119ii '4.2 Floorplans'; EL-90-120i 'Single Garage'; EL-90-120ii 'Double Garage'; EL-90-120v 'Double Garage (Version 2)' received 7 March 2018

**EL-90-101i Rev A 'Gosford Terrace - Brick'; EL-90-101ii Rev A 'Gosford Detached - Brick - Handed'; EL-90-103i A 'Midford Elevation (Render) (Detached); EL-90-103ii A 'Midford Elevation (Brick/Render) Handed'; EL-90-103iv A 'Midford Elevation (Brick) (Detached); EL-90-103v A 'Midford Elevation (Brick/Render) Handed'; EL-90-104iv A 'Whitford Floor Plan'; EL-90-104v A 'Whitford Elevation (Brick/Render)'; EL-90-104viii A 'Whitford Elevation (Brick/Render) (Handed) (Special); EL-90 105vi A ' Shelford Elevation (Render/Stone) (Handed); EL-90-105x A 'Shelford Elevation (Stone) Handed; EL-90-105xii A 'Shelford Elevation (Render/Stone) (Handed); EL-90-105xiii A 'Shelford Elevation (Render/Brick) (Handed); EL-90-106i A 'Kentdale Detached - Render'; EL-90-106iv A 'Kentdale Detached -Stone - Handed; EL-90-109v A 'Lavenham - Stone and Render - Handed'; EL-90-110i A 'Mappleton (Stone) Handed' EL-90-110iii A 'Mappleton Elevation (Render/Stone); EL-90-110xiv A 'Mappleton Elevation (Render/Stone) (Handed); EL-90-110ix A 'Mappleton Special (Side Bay) Floorplan; EL-90-111ii A 'Langdale - Detached - Stone/Render - Handed'; EL-90-112i A 'Heydon Render'; EL-90-112v 'Heydon - Stone'; EL-90-113i A 'Rosedale Elevations (Stone and Render) (Semi Detached)'; EL-90-113iii A 'Rosedale Elevations (Brick/Render) (Semi Detached); EL-90-115i B 'Beckford Semi - Brick'; EL-90-115ii B 'Beckford Semi - Render'; EL-90-116ii A '1BF - Brick'; EL-90-117ii A '2.7 Semi - Render'; EL-90-117v A '2.7 Terrace - Brick'; EL-90-119i A '4.2 Semi- Render' received 17 April 2018**

Reason:

For the avoidance of doubt as to the approved development and to accord with Circular 016:2014 on The Use of Planning Conditions for Development Management.

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2018/00240/RES	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land at North West Cowbridge <b>Proposal:</b> Phase 2 of the development consisting of 306 new homes, new public open space, landscaping and highways infrastructure	

**From:** Lee Howells, Highways

### Summary of Comments:

Confirmation that the Highway Authority have no objection in principle to the proposals, although indicate that the currently submitted layout does not incorporate alterations noted within their comments. However, they confirm that they are satisfied that these alterations can be satisfactorily secured by condition.

The Highways Officer requests conditions requiring full engineering drawings (incorporating the suggested changes); requirement for the developer to enter into a highways legal agreement; design calculations to be provided; restrictions on planting, fencing and gates to maintain visibility splays; construction traffic management details; restrictions on delivery times; wheel washing facilities; condition surveys of adjacent highway and associated remedial works to the highway as a result of the works; restriction of storage of materials on highway.

### Officer Response:

The changes requested by the Highways Officer have been discussed in depth and the applicant is aware of the requirements in this regard. The extent and nature of the changes are relatively minor in scope, requiring only minor localised changes that can be secured by condition attached to any consent given. It is considered that it is reasonable to request a further condition to any reserved matters consent requiring that the details requested by highways are incorporated within the finalised layout.

With regard to the other conditions requested in terms of construction traffic management, restriction on delivery times, storage of works on the highway and washing facilities. All of these details are required by conditions attached to the outline consent and as such there is no need to duplicate these conditions on this consent. In relation to highways condition surveys, any such conditions should have been attached to the outline consent, and it is not reasonable to revisit this aspect of the works noting that consent for the development of the wider site has been granted already in principle and this application relates solely to the detailed design of this particular phase.

### Action required:

Additional condition required:

12. Notwithstanding the submitted details, full engineering details ( including design calculations) of all internal roads within the site (to include samples and specifications of all surfacing), incorporating turning facilities, vision splays, including sections and surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be completed in accordance with the approved details and timescales agreed under condition 10.

Reason:

In the interests of highway safety in accord with Policy MD2 of the Local Development Plan.

13. The details submitted in discharge of condition 12, shall comply with the layout requirements specified within the Highway Officer comments dated 19<sup>th</sup> April 2018 including highway configuration, visibility splays, footpath alignment, surface finish and crossing points.

Reason:

For the avoidance of doubt and in the interests of highway safety in accord with Policy MD2 of the Local Development Plan.



## Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2018/00240/RES
Observations By:	Mr Lee M Howells
Date:	23 <sup>rd</sup> April 2018
Location:	Land at North West Cowbridge
Proposal:	Phase 2 of the development consisting of 306 new homes, new public open space, landscaping and highways infrastructure
Case Officer:	Mr. Robert Lankshear

The Highway Authority would inform the Local Planning Authority that there are no objections to the proposals in principle . However, the latest Planning Layout, reference 1605PH2/GA/90/03 Rev A does not incorporate the latest alterations required by the Highway Authority identified within our comments dated 19<sup>th</sup> April 2018.

Subject to the Developer being in agreement to take on board the alterations identified within our comments dated 19<sup>th</sup> April 2018 the Highway Authority would agree for the alterations to be conditioned and incorporated as part of the submission of full engineering details.

Should the Local Planning Authority be mindful in approving this application the following conditional should be considered for conditioning :-

1. Notwithstanding the above submitted Planning Layout, reference 1605PH2/GA/90/03 Rev A no works whatsoever shall commence until full Engineering Drawings / specifications of the proposed new highway, associated new road junctions, highway structures, visibility splays, footway / cycleways, public transport infrastructure, street lighting, road signs, surface water drainage & statutory undertakers services, barriers / fencing, environmental / flood mitigation measures etc to a standard suitable for adoption and in this respect longitudinal / cross sections shall be submitted to and approved by the Local Planning Authority prior to commencement of works. These details shall fully complying with Design Manual for Roads and Bridges / Technical Directives / Local transport Notes / Vale of Glamorgan Councils Standards for adoption.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

Continued overleaf

2. The developer will be required to enter into a legally binding agreement to secure the proper implementation of the proposed highway works, connections with the existing highway network and associated works which shall incorporate the appropriate bond.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

3. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, and full Engineering details of any structures, drainage systems, water culverts etc abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.

Reason :- To ensure the minimum Design and Construction Standards are achieved in the interests of Highway / Public Safety.

4. No boundary walls ( inclusive of piers ), fencing, gates or Planting shall be erected or planting within the area located within the area of land within the ownership / control of the applicant required to provide and maintain the required vision splays

Reason :- In the interest of highway / Public Safety.

5. The provision of a Construction Management / haulage route plan together with any Proposed Temporary Road Closures and other Temporary or Permanent Traffic Regulations required associated with the offsite Highway Improvement Works or the internal Roads within the Development to be submitted to and approved by the Local Planning Authority prior to commencing any works.

Reason :- In the interest of highway / Public Safety and the free flow of traffic along the adopted highway network.

6. No Lorries shall deliver / leave the site during the peak am / pm hours and half hour either side of the times school commencing and ending to minimize the congestion to surrounding highway network and conflicts between site traffic.

Reason :- In the interest of highway / Public Safety and the free flow of traffic along the adopted highway network.

7. Provide and maintain facilities for wheel cleansing shall be provided for the duration of the works to be approved by the Local Planning Authority prior to any site clearance / construction works commencing on site.

Reason :- In the interest of highway / Public Safety.

Continued overleaf

8. The Highway Authority will require at the developers expense to carry out prior to commencing any works a Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager which shall undertaken by a suitably qualified and experienced an independent Highway Maintenance Consultant to be approved by the Local Highway / Planning Authority.

Reason :- In the interest of highway / Public Safety

9. The Highway Authority will require at the developers expense a Second Condition Survey along agreed haulage route the extent to be agreed with The Councils Highway Network Manager to be undertaken by the approved independent Highway Maintenance Consultant on completion of the last property or such time that the Highway Authority instruct.

Reason :- In the interest of highway / Public Safety

10. The Highway Authority will require at the developers expense to carry out any remedial works identified with the second condition survey that the Highway Authority Considers necessary as direct result of the works.

Reason :- In the interest of highway / Public Safety.

11. No materials whatsoever shall to deposited or stored within the limits of the adopted highway in the interest of highway / Public Safety and the free flow of traffic along the adopted highway.

Reason:- In the interest of highway / Public Safety and the free flow of traffic along the adopted highway.

Lee M Howells – 23<sup>rd</sup> April 2018  
Principal Engineer  
Highway Development

Planning Officer:- Mr Robert Lankshear – Senior Planner

Enc :- Highway Advisory Notes  
Planning Layout, reference 1605PH2/GA/90/03 Rev A  
Highway Comments dated 19<sup>th</sup> April 2018



### Advisory

#### **All advisory are to be taken on board as part of the Submission of Full Engineering Details**

1. Unless otherwise agreed with the Local Planning Authority the gradient of any proposed vehicular access / driveways serving the individual plots shall not exceed 5 % ( 1:20 for the first 6m and thereafter shall not be steeper than 12.5% ( 1 in 8 ).
2. No materials whatsoever shall to deposited or stored within the limits of the adopted highway in the interest of highway / Public Safety and the free flow of traffic along the adopted highway In the interest of highway / public safety and the free flow of traffic along the adopted highway.
3. Onsite Parking areas shall be surfaced in a bound or block paved material to be agreed by the Local Planning Authority prior to beneficial occupation to ensure a minimum standard of parking when the development is brought into use and in the interest of highway / public safety.
4. Notwithstanding the submitted plans and the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, garage accommodation on the site shall be provided with minimum internal dimensions measuring 3 metres x 6 metres in order to minimise the potential for on-street parking and thereby safeguard the interest of safety and convenience of road users.
5. Notwithstanding the submitted plans, drawings driveway fronting garages shall have a minimum length of 6 metres as measured from the garage doors to the highway boundary and a minimum width of 3.6m in order to ensure parked vehicles do not overhang the adjoining public highway, thereby adversely affecting highway users
6. No surface, roof water or other deleterious material from the site shall discharge or migrate onto the adopted highway. Applicant to make provisions to deal with the above within the confines of the site in the interest of highway safety and environmental management.

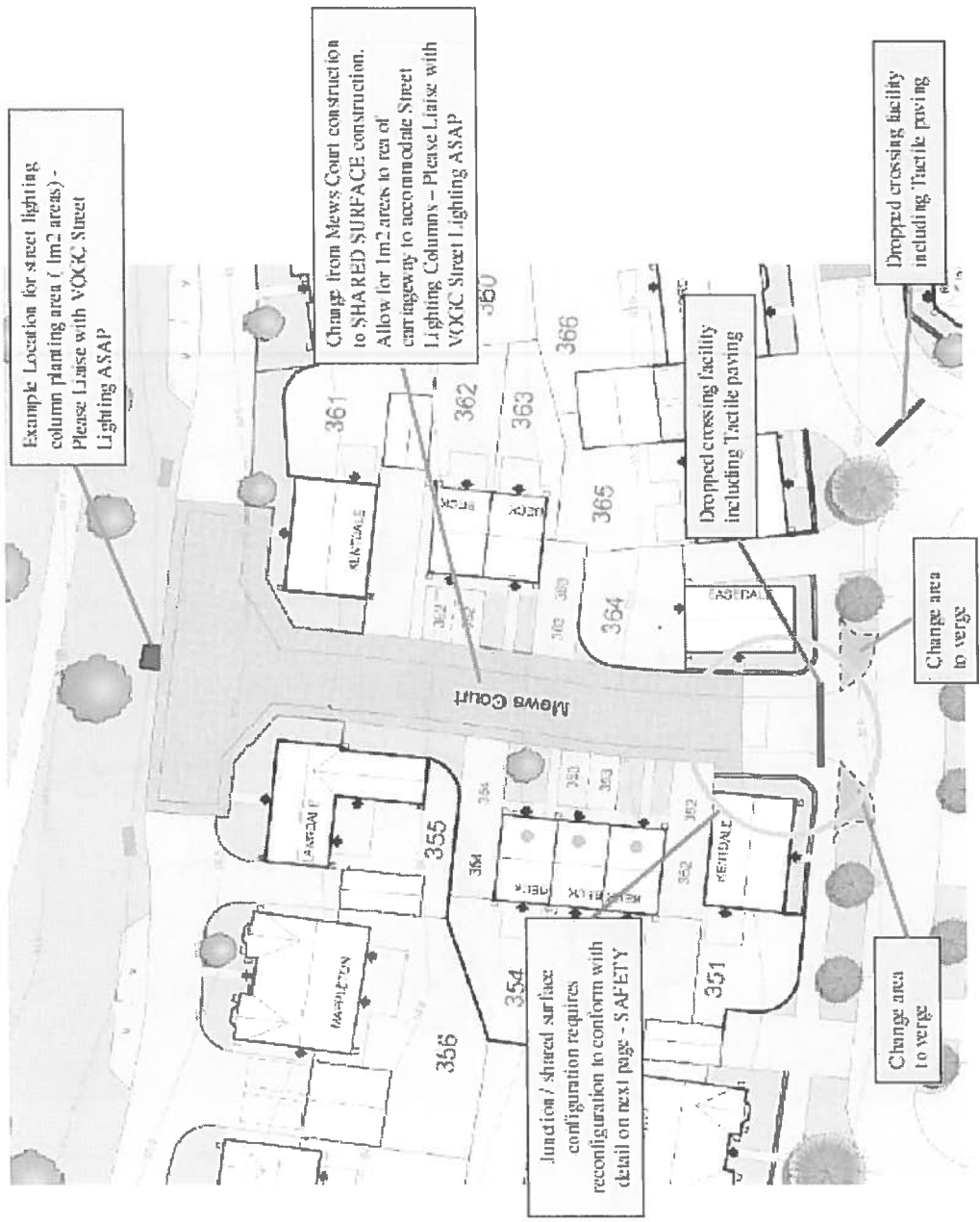


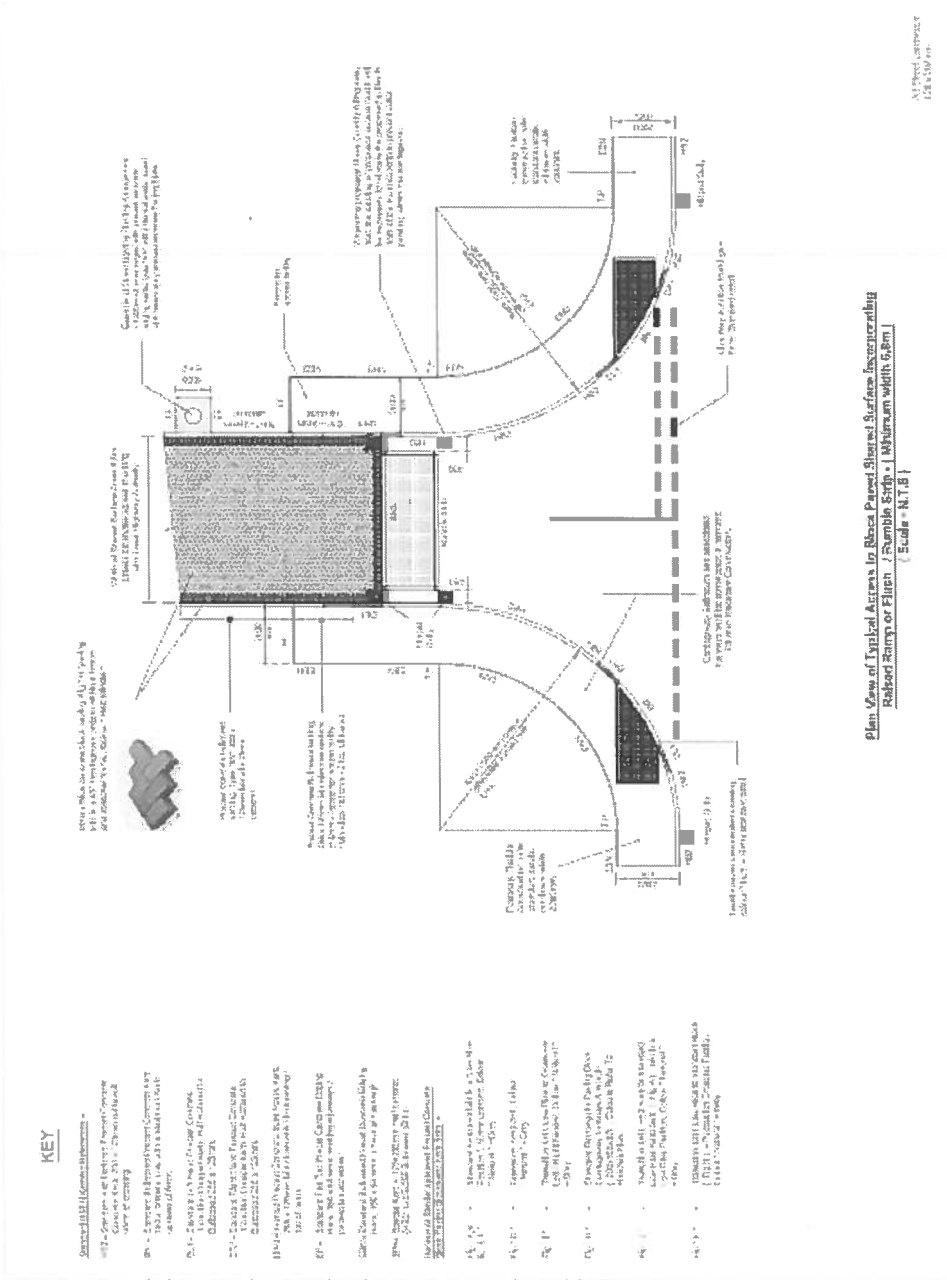
**Planning Layout, reference 1605PH2/GA/90/03 Rev A**

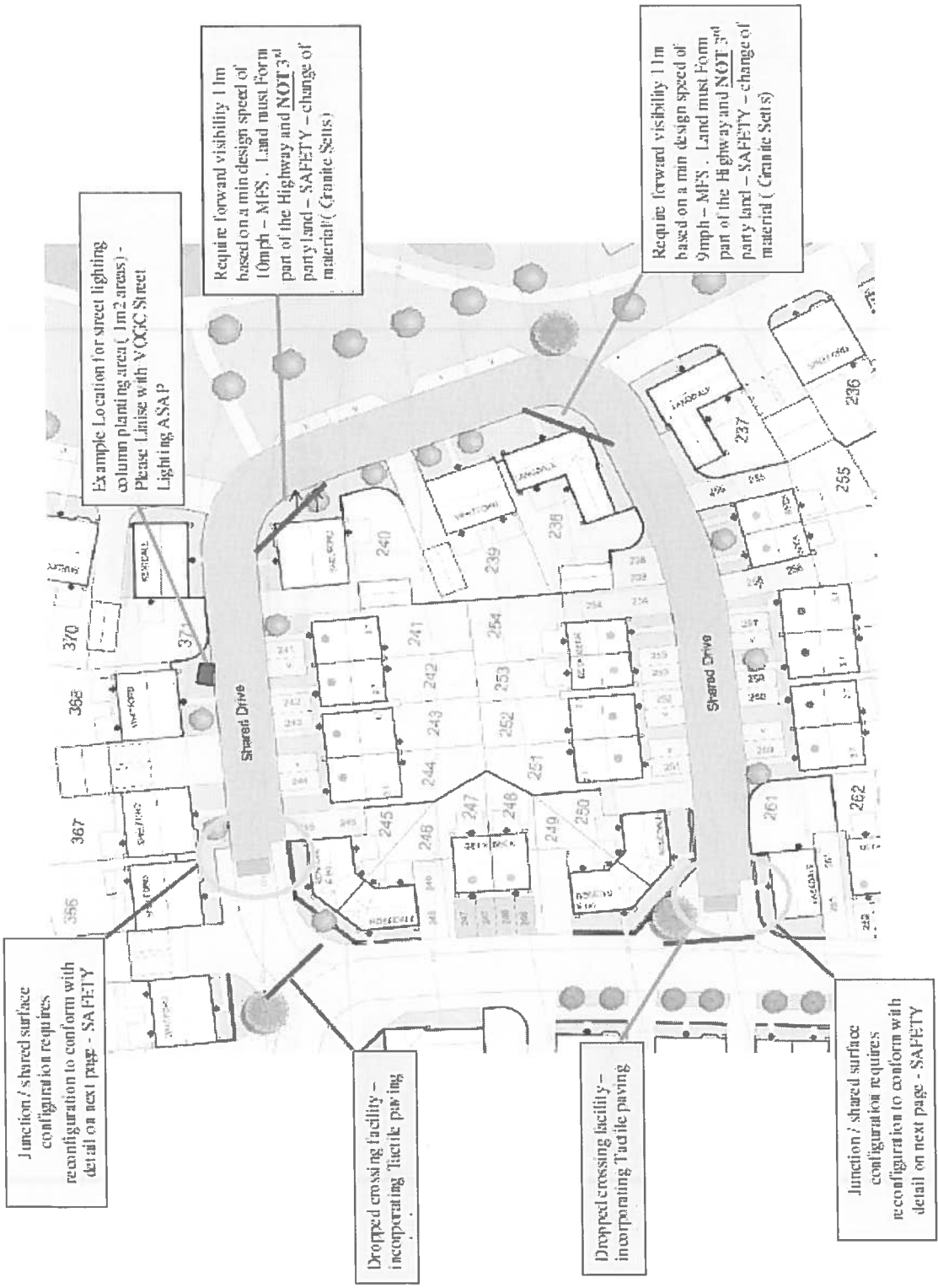
Highway Comments  
Darren Farm – Phase 2  
Revised Comments following  
Meeting with LPA on Thursday  
19th April 2018



Safety Issues - Stagger in footway can result in issues for visual impaired - Please realign footway both sides of road





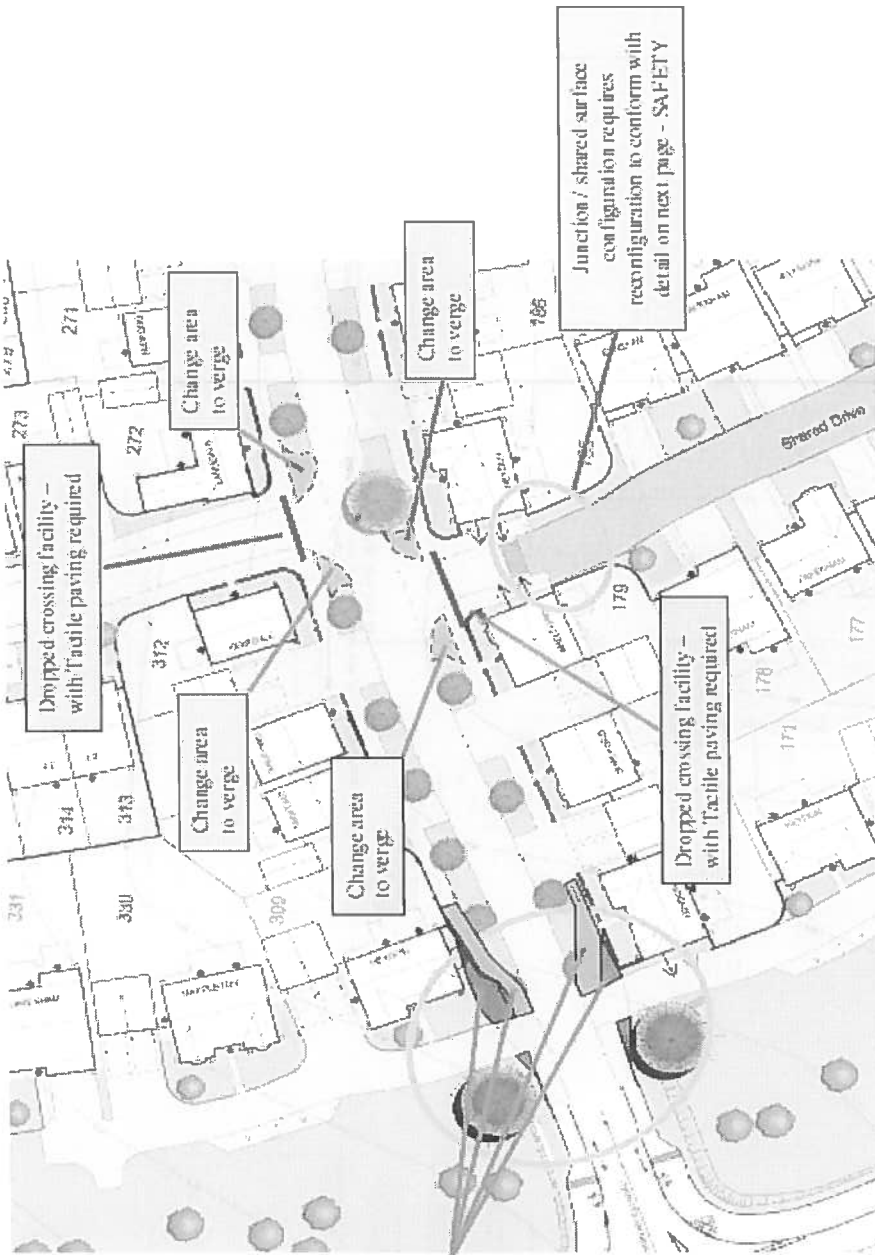






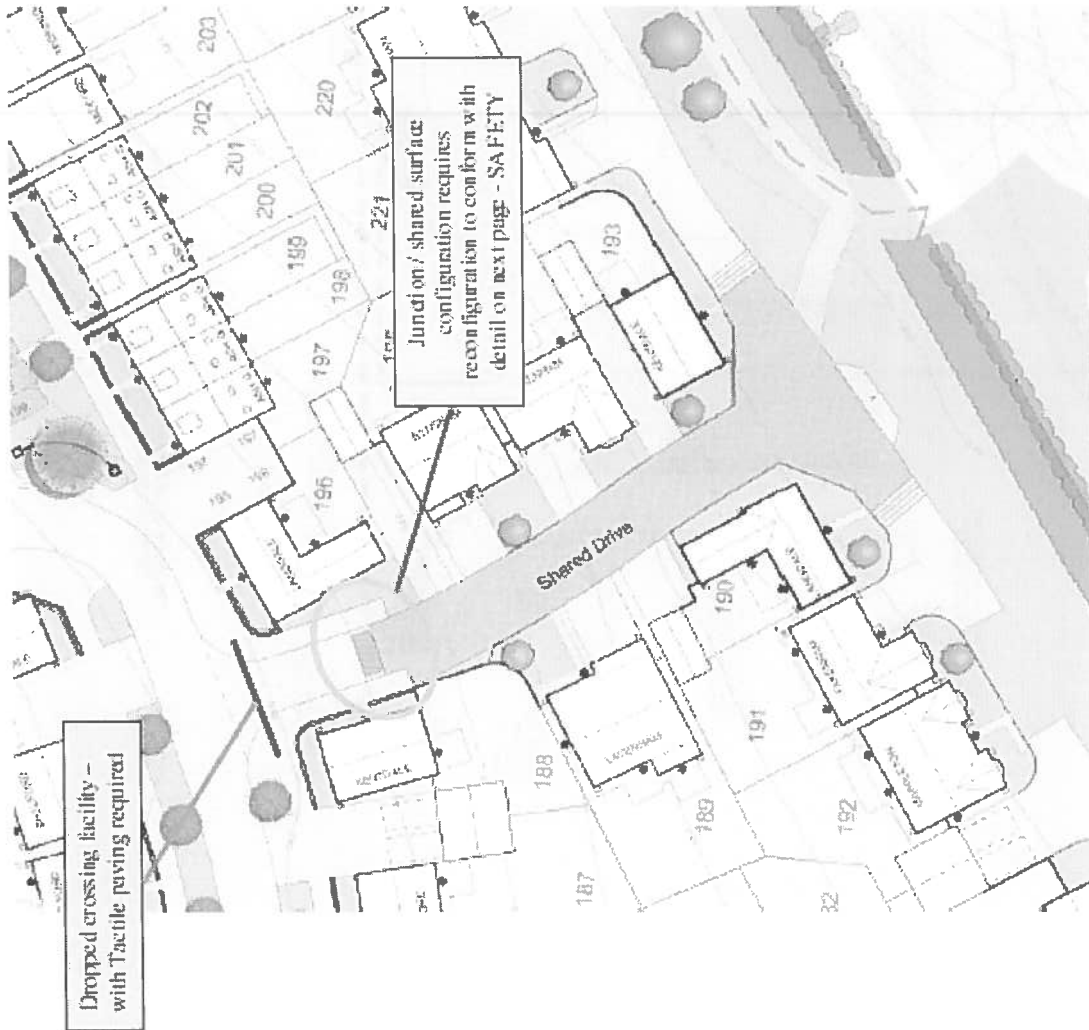


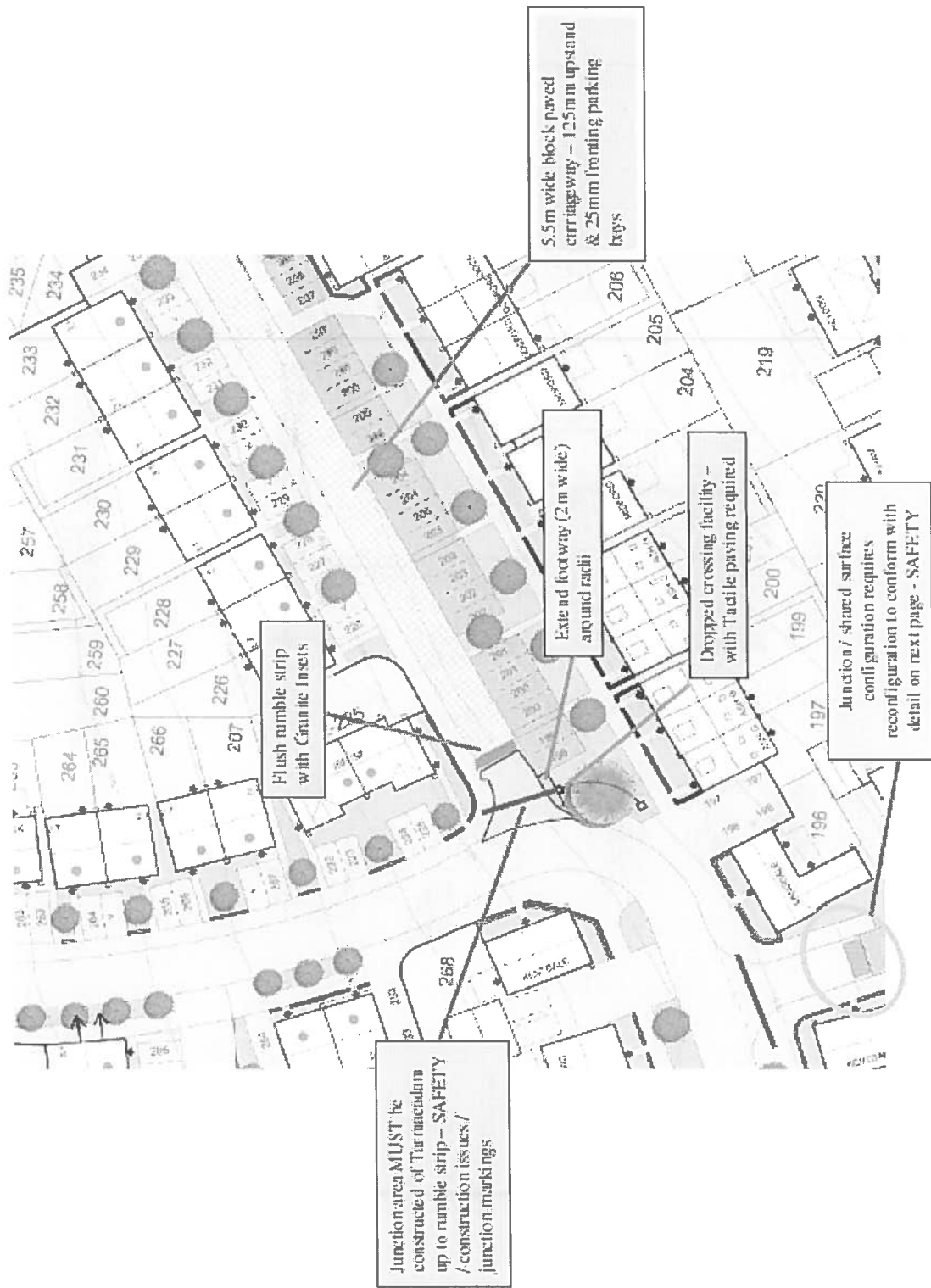




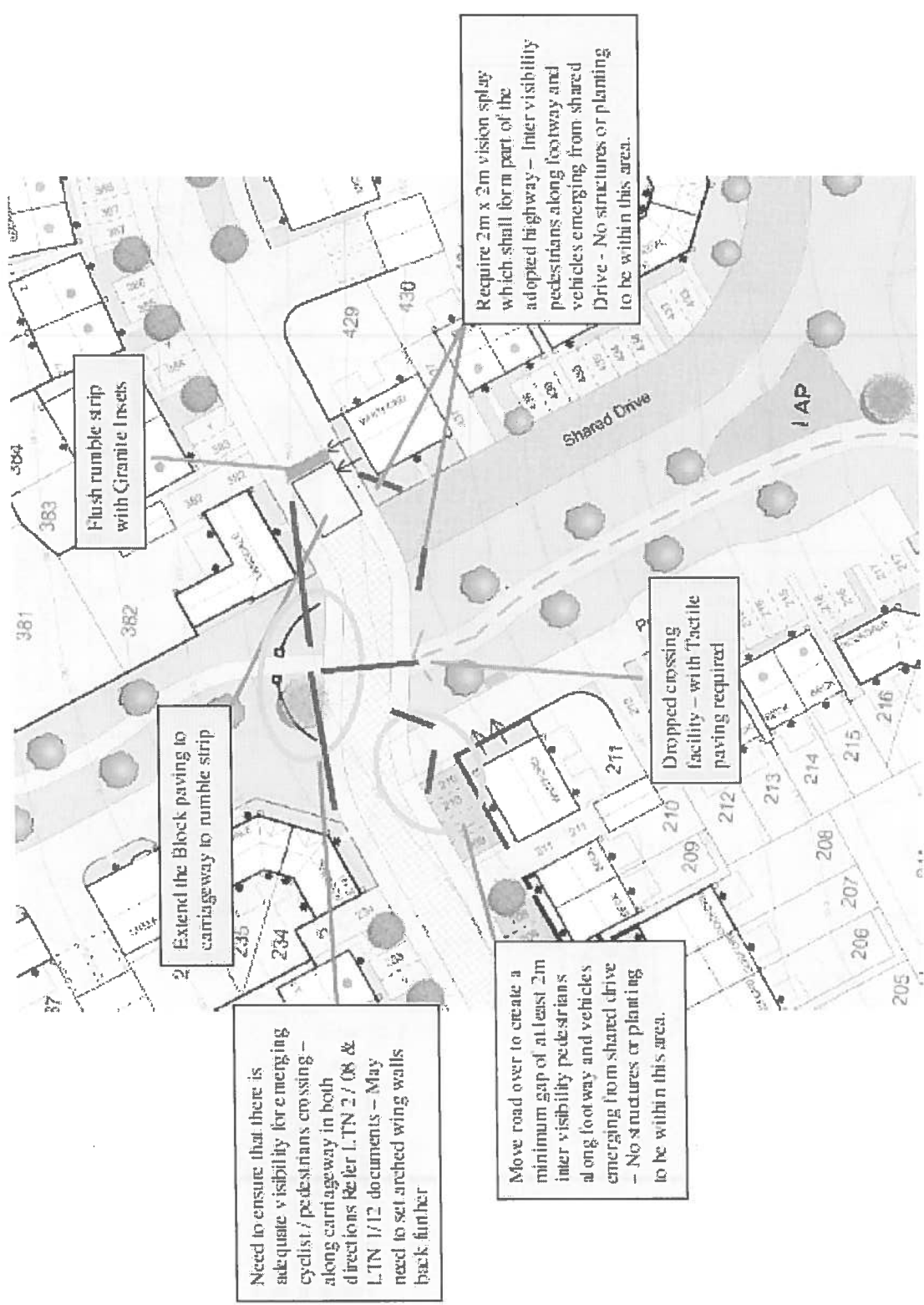
Safety issues - Stagger in footway can result in issues for visual impaired - Please realign footway both sides of road and re-arrange verges











Flush rumble strip with Granite Insets

Extend the Block paving to carriageway to rumble strip

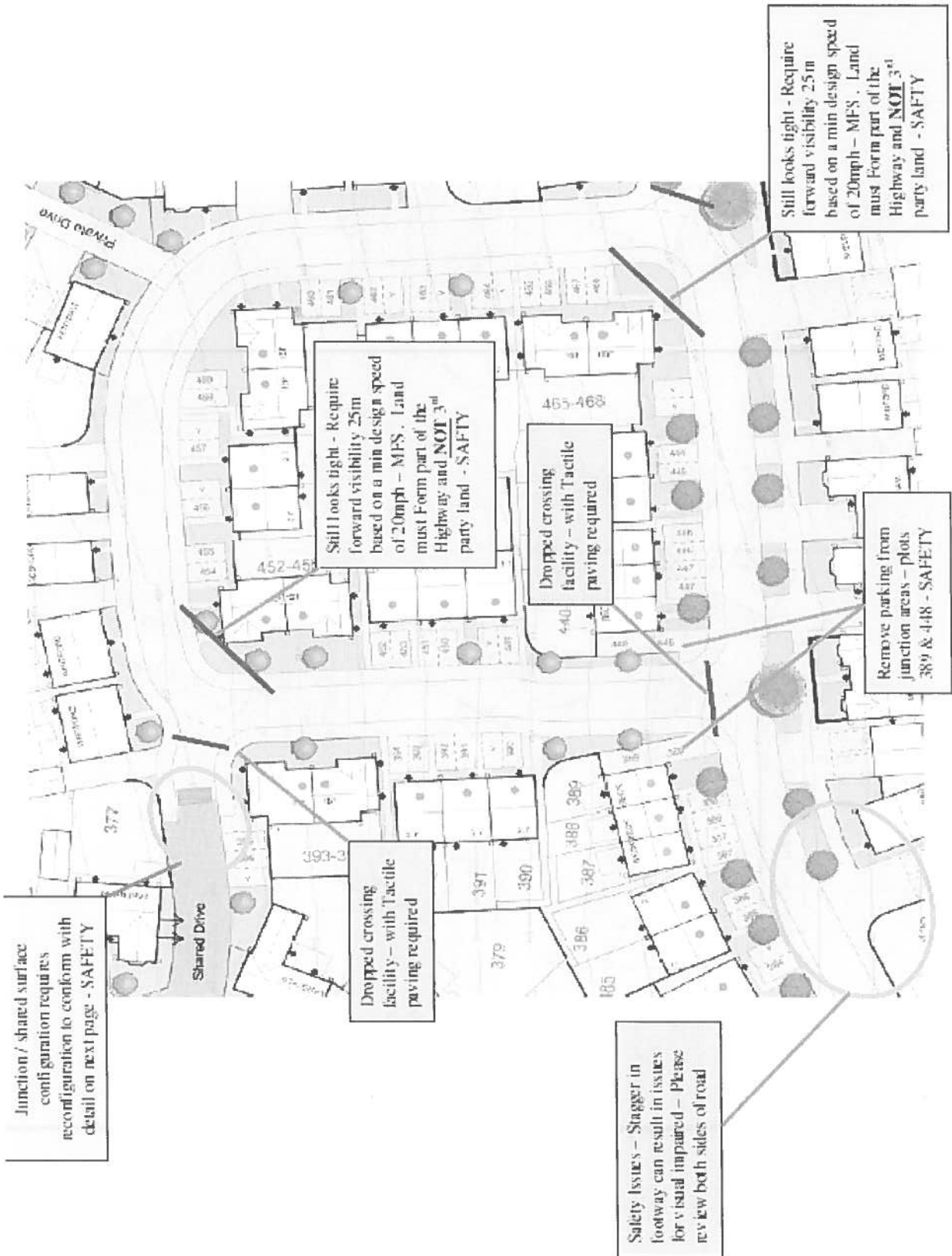
Need to ensure that there is adequate visibility for emerging cyclist / pedestrians crossing along carriageway in both directions Refer LTN 2 / 08 & LTN 1/12 documents – May need to set arched wing walls back further

Require 2m x 2m vision splay which shall form part of the adopted highway – Inter visibility pedestrians along footway and vehicles emerging from shared Drive - No structures or planting to be within this area.

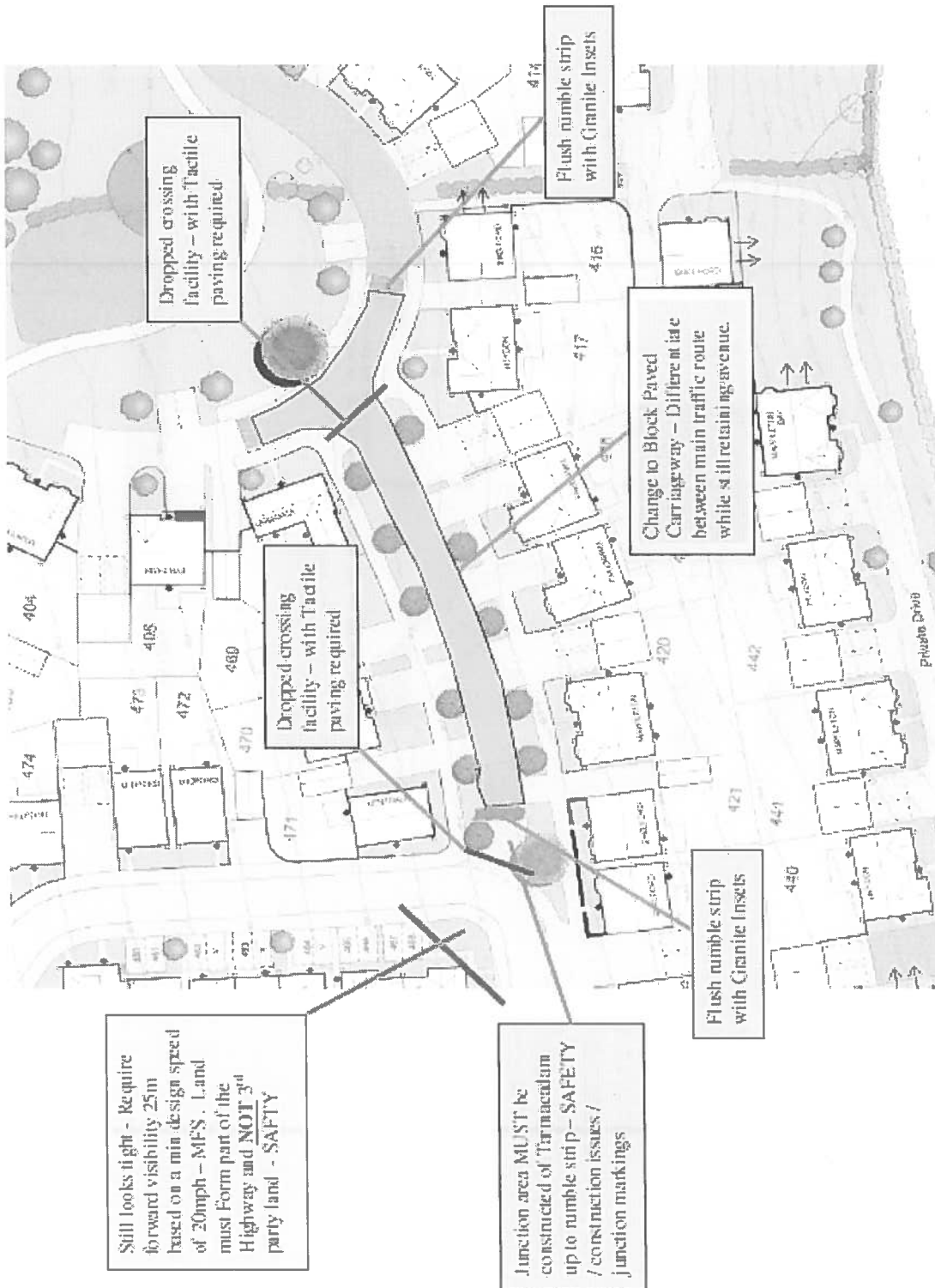
Dropped crossing facility – with Tactile paving required

Move road over to create a minimum gap of at least 2m inter visibility pedestrians along footway and vehicles emerging from shared drive – No structures or planting to be within this area.









## MATTERS ARISING FOR COMMITTEE

11.

COMMITTEE DATE : 26 April 2018

<b>Application No.:</b> 2018/00092/FUL	<b>Case Officer:</b> Mr. I. Robinson
<b>Location:</b> Provincial House, Kendrick Road, Barry	
<b>Proposal:</b> Change of use and conversion of building to provide 32 affordable residential units, external alterations and associated works	

**From:** Barry Town Council

**Summary of Comments:**

The following comments have been provided.

*Members will be updated with the latest Vale of Glamorgan planners advise at the committee meeting but due respect considering the current information it is recommended that the original objections be reaffirmed and reiterated*

**Officer Response:** The acceptability of the proposed amendments is assessed in the officer's report.

**Action required:** None