

**ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 28 SEPTEMBER, 2022**

Page	Application	Location	Item No.	Description
25	2021/00423/FUL	Land at Bolston House, Bonvilston	1.	Email from Agent regarding highway issues
74	2021/01379/FUL	The Quarries, Bonvilston	2.	Submission of a Bat Survey and response from Council Ecologist
			3.	A petition objecting of 69 signatures on behalf of Tair Onen Residents Committee has been received
119	2022/00397/RG3	Land North of Holm View Leisure Centre, Barry	4.	Representations from Councillor Ian Perry. Comments in respect of design, storage of vehicles, highway issues, renewable energy and public sector equality duty

MATTERS ARISING FOR COMMITTEE**COMMITTEE DATE : 28 SEPTEMBER, 2022**

Application No.: 2021/00423/FUL	Case Officer: Mr. Shafqut Zahoor
Location: Land at Bolston House, Bonvilston	
Proposal: Demolition of the existing dwelling and redevelopment of the site to accommodate residential development and associated works	

From:

Email from agent

Summary of Comments:

The agent has submitted an email suggesting that several highway matters raised by the Councils Highway Officer could be addressed easily.

Officer Response:

This committee report relates to a non-determination appeal. The submitted plans have been considered in respect of this non determination stance report and will be considered by PEDW in respect of the appeal. The reasons for refusal remain as originally reported.

Action required:

None

From: Geraint John [REDACTED]
Sent: 21 September 2022 18:19
To: Butler, Stephen; Zahoor, Shafqut; David Loosemore; Alun Rees; Luke Grattarola GJP; Chris Waterworth; Tom Young
Subject: RE: 3 Plans from Bolston House DropBox

Dear Steve / Shafqut

We've now had chance to review the latest (termed final) Highway comments, and set out below a/the position.

There are in effect 2 'groups' of concerns:

- 1 Concerns 1 & 2 : which have more physical implications. i.e. require the access position itself to be moved (with resultant possible implications for the stone wall); and
- 2 Concerns 3, 4, 5, & 6 : which concern the specification of the access solution, and are more detailed in nature.

These comments were written prior to a meeting this morning between the highways personnel on either side (Alun Rees on our side, and James Aiken on yours) As such some will have been superseded / can and will be attended to as actions to that meeting.

We are preparing two revised drawings to advance the position, now that we are in possession of the detailed comments. One drawing will attend to all concerns (1-6), whilst another will attend to the more detailed concerns (3-6). The latter will not result in any material change to the proposals, and can and ought to be adopted as the 'agreed' position between us at appeal. This would be reasonable, as it is only now that we have been made aware of these and have been able to attend to them.

We will review our position in respect to concerns 1 & 2, and will determine how we address these. I am initially of the view that these are also immaterial changes in terms of being potentially prejudicial to the appeal process, as no third party would be prejudiced by such changes (we are only concerned with satisfying yourselves as Officers in highways and conservation terms afterall). That said there may be other options to pursue in getting to an acceptable position, and we are reviewing this.

In the meantime, the text below is the case in respect to concerns 3, 4, 5, & 6.

As you'll see and note, there are clearly solutions to these points.

Given this, I'd request that these points and revisions when received can and will be reported as part of the stance report. This will result in a considerable narrowing of the issues. Given this I'd suggest that we need to reevaluate the position and reconsider the reporting of the application to the next committee meeting.

I look forward to hearing from you.

Thanks

Geraint

Concerns 3, 4, 5, & 6

Concern

3. Swept paths have not been provided for large HGV's accessing and leaving the site via the Westbound Carriageway therefore the suitability of the new junction for this direction of traffic cannot be justified.

Position / response

This was discussed this morning. Swept path of right-turns into and out of the site are considered to be required. We've provided left in / left out - which are the most onerous (which James A agreed). Right turn paths don't add anything, but are easy for us to provide and we can and will do if considered necessary. Either way this concern does not amount to a reason for refusal.

Concern

4. The layout of the proposed shared surface appears to show narrow footways (1m) proposed on either side of the block paved shared surface. These footways are not deemed of a suitable width to enable a safe space for vulnerable pedestrians and as such could enable pedestrians to walk in the narrower carriageway to the detriment of highway and pedestrian safety.

Position / response

This wasn't mentioned in the meeting but was discussed in an earlier email exchange between JA and AR on 14/09/22. There has been a misunderstanding in the interpretation of the drawing. No footways are proposed either side of the block paved shared surface. The proposal is for a 6.8m wide shared surface in accordance with the Highway Authority's preferred standard detail. Construction / technical details will be agreed as part of the post-planning Section 38 process. This is not considered to be an issue as a result.

Concern

5. The site proposes the narrowing of the A48 carriageway to accommodate a wider 2m footway fronting the development which would prevent the existing wall being taken down. The narrowing of this section of carriageway is not deemed to be taken along the A48 on the approach far enough in terms of the kerb alignment. This will create a sharp narrowing rather than a gradual one over a longer distance which could potentially be detrimental to highway safety and possibly detrimental to cyclist safety.

Position / response

The carriageway is narrowed by some 270mm over a 8m distance to the west of the new access, a taper of 1:30. This accords with design guidance for build-outs provided in Welsh Government's "Active Travel Guidance (2021)". However, it was agreed at this morning's meeting that JA will provide confirmation of the preferred length of the taper and that the proposal will be amended as per the Highway Authority's recommendation. This is not considered to be an issue as a result.

Concern

6. Entry onto and off the shared surface is not in accordance with our standards as shown in the below detail. As a result, this area could potentially be an impact/conflict zone.

Position / response

This relates to the detail of where the shared surface starts. This was discussed this morning, and it was agreed how to address. This is not considered to be an issue as a result.

From: Butler, Stephen [REDACTED]
Sent: 20 September 2022 17:02
To: David Loosemore [REDACTED]; Alun Rees [REDACTED]; Geraint John [REDACTED]; Luke Grattarola GJP [REDACTED]; Chris Waterworth [REDACTED]; Tom Young [REDACTED]
Subject: RE: 3 Plans from Bolston House DropBox

David

Thanks for the plans. Apologies that for some reasons this was not linked I will ask Highways to amend their comments in light of this.

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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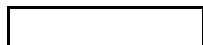
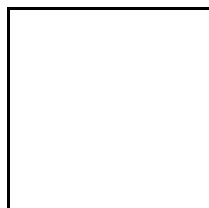
From: David Loosemore [REDACTED]
Sent: 20 September 2022 16:50
To: Butler, Stephen [REDACTED]; Alun Rees [REDACTED]; Geraint John [REDACTED]; Luke Grattarola [REDACTED]; Chris Waterworth [REDACTED]; Tom Young [REDACTED]
Subject: 3 Plans from Bolston House DropBox

Steve

As discussed just now, with reference to the new highways comments of 12th September, it appears they are looking at an outdated site plan. Attached is the most up-to-date site plan sent to Rob (and yourself) on 18th March via Dropbox. For some reason this site plan has not been lodged on the Planning Portal. We believe points 3, 4, and 6 are not relevant. You will also see from the Highways drawings in that submission (and attached here for your reference) that they are consistent with the site plan.

Alun will speak to Highways tomorrow and I suggest we have a chat following that

Best Wishes
David Loosemore



Nickel Yard, Bakers Row, Cardiff, CF10 1AL, UK
[REDACTED]

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE: 28 September 2022

Application No.: 2021/01379/FUL	Case Officer: Mr. Ceiri Rowlands
Location: The Quarries, Bonvilston	
Proposal: The winning and working of limestone, importation / recovery of inert waste and restoration to agriculture/amenity	

From: The applicant

Summary of Comments:

A bat survey has been submitted. It is authored by Pryce Ecology and identifies no roosts in the application site buildings after building surveys and emergence surveys were conducted.

Comments from VoGC Ecologist:

"I have looked through the Bat Survey report and it indicates that there are no active roosts in the building concerned though there is some low level bat activity in the area.

However we still have rather vague plans and a complete lack of detail in both the restoration plans for both the north and south quarries and no biodiversity enhancements scheme as required by both national and local policy.

If the proposal is going to committee on the 28th September then I would object and recommend refusal on the grounds of both insufficient information and failure to comply with LDP policy requirements." Colin Cheesman (County Ecologist) 22.09.22

Officer Response:

The bat survey methodology and results have been reviewed and are considered acceptable. In the absence of bat roosts in the buildings it is not necessary to further consider the tests of the Habitats Regulations outlined in the Officer's report.

It is therefore recommended that the second reason for refusal (outlined below) is omitted.

The Ecologist's objection in relation to lack of information is noted. The application is recommended for refusal on grounds that the restoration scheme is unacceptable in principle. Whilst it is agreed that further information would be necessary to demonstrate the biodiversity credentials/ principles of the agricultural (or any other) after use (as well as for the South Quarry) these matters are already addressed in the Officers report.

Action required:

Members to note the Officers recommended reason for refusal below is omitted:

It has not been demonstrated, through submission of a bat survey, that the development would not be detrimental to the maintenance of the population of bats - a European Protected Species. The development is therefore contrary to Policies MG19 – Sites and Species of European Importance and Policy MD9- Promoting Biodiversity, of the Local Development Plan, as well as national guidance contained at paragraphs 6.3.6 & 6.3.7 of TAN 5 – Nature Conservation and Planning and paragraph 6.4.22 of Planning Policy Wales. It is also contrary to the provisions of the Conservation of Habitats and Species Regulations 2010.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE: 28 September 2022

Application No.: 2021/01379/FUL	Case Officer: Mr. Ceiri Rowlands
Location: The Quarries, Bonvilston	
Proposal: The winning and working of limestone, importation / recovery of inert waste and restoration to agriculture/amenity	

From: Richard Ralph

Summary of Comments: Petition presented with 69 signatories on behalf of Tair Onen Residents Committee. The petitioners make a strong objection to the planning application citing the negative impact to traffic, amenity and biodiversity that this would have; as well as significant concerns regarding the current operations, the monitoring of operations and how and what information the original consents are based.

Officer Response: Whilst many more have signed the petition than have made their representations directly, the grounds for objection remain the same as those already received. These issues and their assessment are set out in the Officer's report.

Action required: Members to note.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 28/09/22

Application No.: 2022/00397/RG3	Case Officer: Miss Chloe Jones
Location: Land North of Holm View Leisure Centre, Barry	
Proposal: Phase Two of the residential development of 31 no. affordable housing units and associated works	

From: Councillor Ian Perry

Summary of Comments:

- Concerns regarding the internal arrangements within the rooms and lack of sufficient space to accommodate suitable living arrangements. There appears to be an impractical configuration for living room and bedroom furnishings. The drawings of type 1 and type 2, both show furnishings that block windows! In one case, a wardrobe is too wide for the piece of wall it is against. Some of the blocked windows are low to the ground to allow more light to enter the building. Should a resident require a thru floor lift, would there be space left for a wardrobe.
- Additionally, what is the width of the wardrobes shown, and what is the width of space between the wardrobe and chests of draws that are shown? Is there space for furniture under the lower of the two bedroom windows? How high are the windowsills?
- Concerns regarding the sq.m of the dwellings
- Comments with regards to obscure glazing and sufficient lighting.
- Are the UPVC windows, rain goods, etc. less harmful to our environment now than in 2005 when the WWF published its report, 'Window of Opportunity'?
- How will the flats deal with moisture and scents from cooking?
- Views aren't utilised within the layout arrangement.
- Does one of the flats have a view into the rear bedroom of Dwelling 23?
- Lack of solar panels and clarity on the use of materials to minimise energy use.
- How are the dwellings designed to minimise energy use? How are they insulated and heated? – this is immaterial to the planning
- Has consideration been given to the embodied energy in materials chosen for construction, and minimised?
- The parking space for Dwelling 13 is directly in front of the front window of Dwelling 14 – vehicles facing directly towards the living room window. Issues with regards to light pollution, lack of privacy, overshadowing impacts and issues with exhaust fumes.
- Bicycle storage for plots 4, 7, 14, 17 is only accessible by carrying or wheeling bicycles through the dwellings. Is it convenient for future occupiers to have to carry or wheel bicycles through their homes to reach the secure storage facility? Cycling is often a choice of mobility only when it is convenient.
- Space for eight bicycles is provided for eight flats (Dwellings 24 to 31). How will these be allocated? What happens if a couple living in a flat each have two bicycles?

- There appear to be no facilities that would be suitable for the secure storage of trikes, bicycle trailers or mobility scooters. The proposed dwellings are shown as being adaptable for people with Disabilities, yet fail to provide secure and convenient storage for mobility vehicles. Because the proposed dwellings lack private front gardens, there is no opportunity for a resident to rectify a lack of secure and convenient storage.
- Lack of car parking spaces not meeting maximum standards.
- Concerns regard shared surfacing and pathways.
- Shouldn't there be a Design and Access Statement that fits the actual plans prior to determination?
- What alternative to a kerb has been provided for guide dogs?
- Have the needs of people with hearing impairment been considered? It can be frightening to have a vehicle approach from behind with no warning.
- Have the needs of people with dementia been properly considered?
- How wide of the footpaths that link the shared surfaces to the dwellings, and down the side of houses to rear gardens and storage sheds? The paths appear to be at most 800mm wide. How wide are the side gates to rear gardens? What width of wheelchair and mobility scooter are able to fit through? Are wheelchairs and mobility scooters able to negotiate the 90 degree turns on the paths?
- Has an Access Audit been conducted? Does the design solution provide access to the widest possible range of people as required by the Welsh Government (Tan 12)?
- Which groups representing people with disabilities have been engaged with in the design process
- Front gardens act as social spaces and help people to avoid loneliness. The proposed street is dominated by parking and very few dwellings offer opportunity for people to be outside the front of their homes where they may engage in a conversation with a neighbour.

Applicant Response:

- The scheme has given due regard to those protected under the Equality Act, in compliance with the Public Sector Equality Duty.
- The scheme and layout have received concept and pre-planning approval from Welsh Government. The scheme meets the current DQR Standards set by Welsh Government in accordance with the 'Beautiful Homes & Places' (July 2021) standards. The units would be audited and monitored by Welsh Government.
- The application has been assessed on the planning merits of the scheme. Some of the queries raised by Cllr Perry are not material considerations to the determination of the planning application. For example, the furniture depicted on the proposed floor plans is for illustrative purposes only. The measurements of wardrobes and bedside tables are not material to the determination of the planning application.
- The use of uPVC rainwater goods is a standard material used in practice, which is a long-lasting material that requires limited maintenance.
- Moisture and fumes generated from cooking and within the bathrooms will be dealt with via appropriate extraction equipment including Direct Mechanical Extract Ventilation.
- Views are not material to the consideration of the planning application. The scheme has been designed to achieve an efficient use of the site area, together with meeting competing demands such as the delivery of much needed affordable housing, parking, drainage, POS, sufficient separation distances and amenity space.

- With regard to concerns of overlooking into Plot 23 from the apartment blocks - the window on the northern flank elevation serves circulation space for the stairwell of the flats. It is considered that this area is not typically where someone would stand for a prolonged period of time, meaning that there would not be an unacceptable degree of overlooking. However, if Members have concerns, Condition 9 can be amended to require this window to be obscurely glazed.
- Obscure Glazing to the rear at first floor level is not uncommon for the use of bathroom windows. Furthermore, whilst one window serving the kitchen would be obscurely glazed to protect the neighbouring amenity to the rear, there are additional windows serving this space to ensure adequate lighting and outlook.
- Solar panels, while potentially desirable, are not a fundamental requirement of planning policy or building regulations.
- Parking provision serving Plots 13 & 14 had to be amended owing to the visibility splay issue raised by Highways during the PAC process. The parking spaces were amended to improve visibility splays on the bend. The spaces are not so far away that occupants would need to walk a long distance and it is not an uncommon situation within residential contexts. In addition, it meets the highway safety requirements and on balance, is considered to be well positioned in terms of their proximity and given the natural surveillance provided.
- Parking outside dwellings are not enclosed driveways and form part of the common frontage of the dwellings. On plot parking is more conducive to reducing walking distances for people with mobility issues. It is also compliant with WDQR 2021 and approved by the Designing Out Crime Officer.
- It is not uncommon practice (or fundamentally unacceptable) for residents to carry their bicycles through their home to store in a shed in the rear garden, nor is it uncommon to store bins in the rear and carry through their properties.
- The properties are not designed as wheelchair accessible housing but are Lifetime Home compliant. Internal and external storage meets the requirements of WDQR 2021.
- The planning authority cannot control or regulate facilities that would be suitable for the secure storage of trikes, bicycle trailers or mobility scooters. There is provision provided in the rear amenity space for occupants which is considered to be adequate.
- 8 cycle stands for 8 1Bed2P apartments is considered ample provision. Furthermore, it is compliant with WDQR 2021.
- Cycle storage is provided within the shed and a secure lockable cycle shackle is provided.
- Ample amenity space provision has been made to both the rear and front gardens serving the dwelling houses and is considered in line with the aims/principles of the Council's Residential and Householder Supplementary Planning Guidance Document.
- Following technical review and assessment, the development is considered likely to receive low traffic levels combined with inevitably low speeds. The footways would lead into the site and then terminate to give way to shared surfaces, which is considered appropriate in that it would enable safe, segregated access into the site and then more informal use of the shared spaces when away from the primary highway. The Highways Authority have reviewed the supporting material and raise no objection in this regard. They have also contributed to and fed into the design process, as the scheme has evolved.
- With regards to parking standards, whilst the proposal does not meet the 'maximum standards', in view of the proposed social rented tenure of the properties, and the sustainable location with access to local facilities such as shops and public transport links, the proposed provision is considered acceptable and it would cater for the demand associated with the development.

- Energy Rating - The Scheme would achieve EPC A rating with SAP scores of between 92 and 94. The Scheme would be constructed using Modern Methods Of Construction and would utilise an energy efficient factory made Structurally Insulated Panel system. The Scheme would be off – gas and be served by an energy efficient air source water heater and infrared heating panels.
- The scheme adequately meets the competing demands of amenity space, car parking, landscaping and public open space provision.
- A Health Impact Assessment has been undertaken to support the DAS and the Scheme Design to identify issues that may affect those with a range of disabilities.

Action required:

Suggested amended condition 9, if members are minded that it should be amended to reflect the concerns described above regarding the stairwell window:

Any part of the first floor windows in the westerly facing rear elevations of the flats serving Plots 24 – 27 and the windows at first floor level serving the stairwell (that are below 1.7m in height above the floor of the area they serve) shall be non-opening and fitted with obscure glazing to a minimum of level 3 of the "Pilkington" scale of obscuration at the time of installation of the window and shall be retained as such at all times.

Reason:

To ensure that the privacy and amenities of adjoining occupiers are safeguarded, and to ensure compliance with Policies SP1 (Delivering the Strategy) and MD2 (Design of New Developments) of the Local Development Plan.'

Otherwise, members to note.

From: Perry, Ian AN (CIlr)
Sent: 25 September 2022 23:39
To: Jones, Chloe; Freegard, Andrew
Cc: Planning
Subject: 2022/00397/RG3 - dwelling design

Dear Andrew, Chloe,

I am reviewing planning documents ahead of the Planning Committee meeting this week – Land north of Holm View Leisure Centre. I am looking at the floor plans of the flats (type 5). The drawings show a couple of the flats with windows that are blocked by furniture and the TV. I've been unsuccessful in my attempts to reconfigure the space so that two people can sit together to watch a modern TV without blocking windows, Juliet balconies or alcoves. Please would you demonstrate that it is possible to configure the proposed living rooms for real-life living.

Additionally, what is the width of the wardrobes shown, and what is the width of space between the wardrobe and chests of draws that are shown? Is there space for furniture under the lower of the two bedroom windows? How high are the windowsills?

The square meterage of the bedrooms are given. What is the square meterage of the living area?

The drawings say that the first floor rear windows are to be fitted with obscured glazing. Will the obscured glass provide enough light? Will the bathrooms downstairs have clear glazing fitted?

Are the UPVC windows, rain goods, etc. less harmful to our environment now than in 2005 when the WWF published its report, 'Window of Opportunity'?

Why haven't solar thermal or solar PV panels been included in this proposal?

How will the flats deal with moisture and scents from cooking?

The site offers some fantastic views. Why haven't any of the dwellings been orientated to enjoy the extensive views south over Barry and beyond?

Does one of the flats have a view into the rear bedroom of Dwelling 23?

I am now looking at type 1 dwellings. Where there are large windows and alcoves on adjoining walls, there doesn't appear to be a practical configuration for living room and bedroom furnishings. The drawings of type 1 and type 2, both show furnishings that block windows! In one case, a wardrobe is too wide for the piece of wall it is against. Some of the blocked windows are low to the ground to allow more light to enter the building. Should a resident require a thru floor lift, would there be space left for a wardrobe?

Best regards,

Ian

Ian Perry
Councillor
Elected Member
Vale of Glamorgan Council / Cyngor Bro Morgannwg

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From: Perry, Ian AN (CIlr)
Sent: 26 September 2022 01:01
To: Freegard, Andrew; Jones, Chloe
Cc: Planning
Subject: 2022/00397/RG3 - Storage of vehicles

Andrew, Chloe,

Land north of Holm View Leisure Centre

I would appreciate written clarification on the following issues ahead of the Planning Committee meeting this week.

Issues with Plot/Dwelling 14.

The parking space for Dwelling 13 is directly in front of the front window of Dwelling 14 – vehicles facing directly towards the living room window.

This results in the following issues:

- Light pollution from vehicles pulling in at night shining lights through the dropped front window
- Invasion of privacy:
 - Vehicle occupants driving forwards into the parking space will have a clear view ahead of them into the living room – perhaps sitting in their vehicles on their phones, or waiting for another person for a significant period of time
 - When vehicles are cleaned or repaired
- Shading of the window from any large van parked there
- Obstructing the view of the street and disconnecting the resident from their surrounding environment
- Potential for exhaust fumes to be emitted directly at opened windows

Several other dwellings share this problem. Is this a design flaw? Is this acceptable? Why?

Bicycle and mobility scooter storage

Bicycle storage for plots 4, 7, 14, 17 is only accessible by carrying or wheeling bicycles through the dwellings. Is it convenient for future occupiers to have to carry or wheel bicycles through their homes to reach the secure storage facility? Cycling is often a choice of mobility only when it is convenient.

Space for eight bicycles is provided for eight flats (Dwellings 24 to 31). How will these be allocated? What happens if a couple living in a flat each have two bicycles?

There appear to be no facilities that would be suitable for the secure storage of trikes, bicycle trailers or mobility scooters. The proposed dwellings are shown as being adaptable for people with disAbilities, yet fail to provide secure and convenient storage for mobility vehicles.

Because the proposed dwellings lack private front gardens, there is no opportunity for a resident to rectify a lack of secure and convenient storage.

Can the identified issues be rectified ahead of planning determination?

Best regards,

Ian

4.vii

Ian Perry
Councillor
Elected Member



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From: Perry, Ian AN (CIIR)
Sent: 26 September 2022 01:11
To: Freegard, Andrew; Jones, Chloe
Cc: Planning
Subject: 2022/00397/RG3 - Renewable Energy

Andrew, Chloe,

I note a lack of solar thermal and PV panels on the proposed dwellings on the land north of Holm View Leisure Centre. The lack of solar thermal is particularly disappointing. Would you explain why this development by the Vale of Glamorgan Council does not include solar panels for renewable energy please.

How are the dwellings designed to minimise energy use? How are they insulated and heated?

Has consideration been given to the embodied energy in materials chosen for construction, and minimised?

Best regards,

Ian

Ian Perry
Councillor
Elected Member
Vale of Glamorgan Council / Cyngor Bro Morgannwg

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From: Perry, Ian AN (CIlr)
Sent: 26 September 2022 16:04
To: Freegard, Andrew; Jones, Chloe
Cc: Planning
Subject: 2022/00397/RG3 - Public Sector Equality Duty

Dear Andrew, Chloe,

The Public Sector Equality Duty applies to the Vale of Glamorgan Council as the applicant and the Planning Authority in the development of the Land north of Holm View Leisure Centre. In discharging the Public Sector Equality Duty, the Vale Council **must** consider the needs of people with physical, cognitive and sensory impairment and guide dogs.

The Design and Access Statements for the proposed development states:

7.5. INCLUSIVE ACCESS

7.5.1. TAN 18: Transport recognises the need for inclusive access for disabled people, together with the needs of pedestrians and cyclists. It states “adopting an inclusive culture helps to ensure that access issues are taken into account at an early stage”. To ensure the development is accessible for all, particularly those with a disability and pedestrians, the walkways to and from the proposed buildings will be a minimum of 2m in width which meets the guidelines for footways.

When I look at the site plan, I see a lack of footways. **Only one of the 31 dwellings is accessible from a footway.** This application is due to be determined at the same meeting as 2021/00423/FUL. The Final Report for this other proposal states of the shared surface proposed there, “pedestrians to walk in the narrower carriageway to the detriment of highway and pedestrian safety.” Entry onto and off the shared surface is identified as a potential impact/conflict zone on the other proposal. Is there an inconsistency with the acceptability of shared surfaces?

Shouldn't there be a Design and Access Statement that fits the actual plans prior to determination? If during the design process footways have been removed, then reference to footways in the Design and Access statement should also be removed, and the lack of footways explained.

The proposed Holm View development would provide 52 parking spaces and 4 visitor spaces, which is below the 'maximum' standards of the SPG (which would require 78). With some dwellings only having one parking space, it is inevitable that there will be demand for on street parking on the shared surface. How would a person with a sight or hearing impairment navigate around parked vehicles on the shared surface? Will all people with dementia be able to cope?

The length of shared surface is quite considerable.

What alternative to a kerb has been provided for guide dogs?

Have the needs of people with hearing impairment been considered? It can be frightening to have a vehicle approach from behind with no warning.

Have the needs of people with dementia been properly considered?

How wide of the footpaths that link the shared surfaces to the dwellings, and down the side of houses to rear gardens and storage sheds? The paths appear to be at most 800mm wide. How wide are the side gates to rear gardens? What width of wheelchair and mobility scooter are able to fit through? Are wheelchairs and mobility scooters able to negotiate the 90 degree turns on the paths?

Where would a resident store a mobility scooter?

Has an Access Audit been conducted? Does the design solution provide access to the widest possible range of people as required by the Welsh Government (Tan 12)?

Which groups representing people with disAbilities have been engaged with in the design process?

Front gardens act as social spaces and help people to avoid loneliness. The proposed street is dominated by parking and very few dwellings offer opportunity for people to be outside the front of their homes where they may engage in a conversation with a neighbour.

Please would you publish written responses to the questions above before the matter is considered by the Planning Committee.

Best regards,

Ian

Ian Perry
Councillor
Elected Member
Vale of Glamorgan Council / Cyngor Bro Morgannwg

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