

ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 26 JUNE, 2019

Page	Application	Location	Item No.	Description
55	2019/00280/RG3	Ysgol Gymraeg Bro Morgannwg, Colcot Road, Barry	1	Additional Light Spill Plan from Agent
			2.	Additional Representations from Elan Close residents group
			3.	Additional representations from Highway Authority
83	2019/00459/FUL	15, Romilly Road, Barry	4.	Further comments from local resident
			5.	Presentation provided by applicant

CHAIRMANS URGENT REPORT

2019/00532/FUL	Hensol Castle, Hensol Castle Park, Hensol	6.	Comments from Local residents and members of the public received via via Cllr Morgan
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MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 June 2019

Application No.: 2019/00280/RG3	Case Officer: Mr. I. Robinson
Location: Ysgol Gymraeg Bro Morgannwg, Colcot Road, Barry	
Proposal: Erection of extensions to the school for a new Sports Block with link to existing building; Design and Technology Block; new Reception Area; creation of a Plant Room; new Muga and 3G All-weather Pitch aswell as external alterations to the facade treatment	

From: the agent to the application.

Summary of Comments:

A light spill plan has been submitted, which models the light spill around the proposed 3G pitch.

Officer Response: It is considered that the plan demonstrates that the flood lighting would not result in unacceptable light pollution to neighbouring properties.

Action required: Members to note

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 June 2019

Application No.: 2019/00280/RG3	Case Officer: Mr. I. Robinson
Location: Ysgol Gymraeg Bro Morgannwg, Colcot Road, Barry Proposal: Erection of extensions to the school for a new Sports Block with link to existing building; Design and Technology Block; new Reception Area; creation of a Plant Room; new Muga and 3G All-weather Pitch aswell as external alterations to the facade treatment	

From: A neighbouring resident at Elan Close, on behalf on On behalf of Elan Close Residents Group.

Summary of Comments:

The letter reiterates concerns and objections in respect of:

- Adverse impacts on traffic and congestion.
- Economical, anti-social and environmental impact associated more Sport Facilities
- There is insufficient need for the extra facilities.
- The cost is an inappropriate use of money.
- Noise pollution.
- Light pollution.
- Concerns regarding drainage.
- Queries regarding the type of fencing to be used, what the replacement planting will be, and what materials will be used on the school extensions.

The letter is accompanied by photographs which show noise readings taken in a rear garden on Elan Close, at various times/days. The readings shown on the photographs are between 26.8 and 80.4 dba.

Officer Response:

The points above are considered and discussed in the officers report. In respect of the noise readings displayed in the submissions, it is accepted that there are times during the school day when there will be a level of noise emanating from the school site which is clearly audible to neighbours- particularly during lunch times, break times and during outdoor sports/PE lessons. It is also accepted that this is more likely to be appreciable and potentially disturbing to those who are home during the day (e.g. retired residents and those who do not work a typical 'daily work pattern'). However, notwithstanding this, a level

of noise from the outdoor activities associated with the day to day running of a school is inevitable and the use of these areas for games lessons/outdoor play can occur now (i.e. without this proposed development). While the MUGA proposals in particular may result in the intensification of the use of this area, it is considered that during normal school hours, this would not be so harmful to reasonably expected levels of residential amenity that the application should be refused.

Action required: Members to note/consider.

Mr I Robinson
VGC Development Management
Dock Office, Barry
CF63 4RT

24.06.2019

Planning Reference: 2019/00280/RG3

Dear Mr Robinson

I refer to YGBM Planning Application, our correspondence to date and our meeting of 20.06.19:

Ian Robinson, VGC Planning 06.04.2019 – Residents Questions/Objections to aspects of the Development
Kathryn Williams Kew Planning 30.04.2019 – KEW Response to some of our Questions/Objections
Ian Robinson, GGC Planning 03.04.19 – Initial comments regarding some of the KEW responses
Ian Robinson, VGC planning 03.04.19 – Requests for hard Copies of Drawings and Documentation.
Ian Robinson, VGC planning 11.06.19 – Seeking arrangements to meet and discuss further
Agreed to meet at VGC Planning Offices on 20.06.19

I planned to attend the VGC Planning Meeting tomorrow, 25.06.19, where this planning application may be considered but unfortunately our next door neighbour died unexpectedly over the weekend; which has limited further discussion opportunities regarding documents/plans provided on 26.06.19.

However from my limited discussions with neighbours there remains a high level of concern and indeed anger that his massive £32m plus YGBM development will adversely affect and impact upon our habitat. I therefore would ask you to consider and respond to our following concerns and objections.

1. The adverse environmental impact of increased Coaches/Cars using the proposed New YGBM Drop Off facility and negative impact upon the severely congested Port Road West.
2. The economical, anti-social and environmental impact associated with greatly increased provisions of yet more Sport Facilities as proposed and in close proximity to our residential accommodation:-
 - a. Currently more than adequate provision for YSBM Sports activities within the vast array of current local sports facilities, i.e. current 34 proposed increase to 50 – see table below:

Local Sports Facilities							
Location	Full Size	Mini	Rugby	Internal	AWP	Floodlit	Totals
Colcot	1	4	1	1	y	y	
Severn Avenue	2						
Buttrills	8	3					
Pencoedtre	2	3					
YGBM current	1	3	1	1			
Whitmore current	1	2					
Total	15	15	2	2	0	0	34
Location	Full Size	Mini	Rugby	Internal	AWP	Floodlit	Totals
YGBM proposed	2	6	1	1	y	y	
Whitmore proposed	2	3	1		y	y	
Total	4	9	2	1	0	0	16
Location	Full Size	Mini	Rugby	Internal	AWP	Floodlit	Totals
Proposed Local	19	24	4	3	0	0	50

- b. Aside from the total lack of use of current YGBM facilities i.e. Rugby Pitch recently installed at a cost of £100k - used maybe four times in the last couple of years! This expenditure is unacceptable!
- 3. With existing YSBM Sport activities, carried out on the 2 mini pitch grass areas associated with the proposed location of the New MUGA 6 pitch area? Used during term time, some evenings and sometimes weekends! The noise pollution of an otherwise tranquil environment is unacceptable. Current Nuisance Noise levels associated with this YGBM area are unacceptable and range from a School Unused norm @ 26.8 DbA to Used Event @ 80.4 DbA. (refer to Appendix 01 and 02)
- 4. The thought of a Full Size AWP Rugby Pitch with 12 x 15m FLOODLIGHTS located immediately adjacent to Residential Accommodation. Which is to be made for use during school time, non-school time and at weekends and every day until 22:00hrs; is quite frankly insane! With external funding for all outside Sports activities being cut – GIVE THIS AWP RUGBY PITCH TO A LOCAL RFU CLUB WHI WILL AT LEAST USE IT AND HAS THE CLUB CHANGING ROOMS AND FACILITIES TO SUPPORT IT
- 5. There are many Residents concerned regarding site water drainage especially on large Flat Sports Areas generation large water collection areas and the location/effectiveness of drainage on what is a heavily clay prolific area.
- 6. What fencing is being proposed as we notice the South Wales Police report is indicating additional High level fencing be erected.
- 7. We noted existing Trees have already been removed and there are proposals for Whips to be relocated directly behind our properties. What types of trees are being suggested and what provision is there for ongoing maintenance. Currently Existing trees run wild with NO husbandry?
- 8. We have questioned the Palette to be employed in brickwork/cladding/roof of the Proposed New Buildings - as we do not want a repeat of the Dark Blue Carbuncle, imposed upon an otherwise tranquil vista; the result of the newly built Welsh Nursery School? We have yet to receive an answer?

We would very much appreciate acknowledgement and your consideration of our concerns and objections to this development, especially to the adverse impact upon our environment.

On behalf of Elan Close Residents Group ECRG.
Yours Sincerely



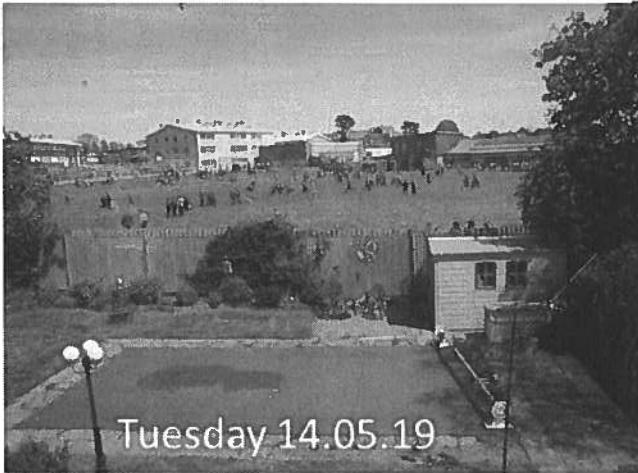
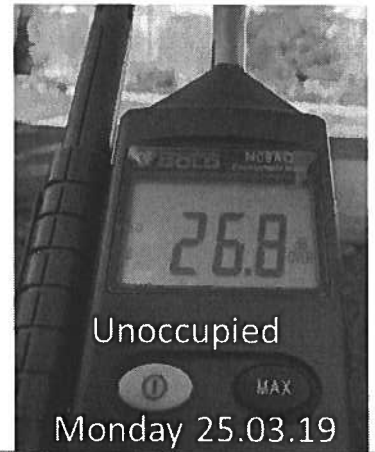
Brian Hortop

Appended: Appendix 01 Noise
Appendix 02 Weekend

Appendix 01

Ysgol Bro Morgannwg

Nuisance Noise Levels
Comparisons DBA
During School Occupation



Appendix 02

Ysgol Bro Morgannwg



Sunday
27.01.19

Public Run



MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 June 2019

Application No.: 2019/00280/RG3	Case Officer: Mr. I. Robinson
<p>Location: Ysgol Gymraeg Bro Morgannwg, Colcot Road, Barry</p> <p>Proposal: Erection of extensions to the school for a new Sports Block with link to existing building; Design and Technology Block; new Reception Area; creation of a Plant Room; new Muga and 3G All-weather Pitch aswell as external alterations to the facade treatment</p>	

From: Vale of Glamorgan Highways Officer

Summary of Comments:

Response to the applicant's response letter of 11/6/19:

The request for the traffic impact on the Colcot Road junction to be modelled is re-iterated.

The Highways Engineer has raised (as per previous comments) a series of points in relation to pedestrian and cycle access to the school, in addition to minor points relating to the organisation of parking spaces and vehicle movements within the site.

Officer Response:

The issues in respect of traffic modelling and junction capacity are discussed in the report.

While these other points are considered within the report, it is considered reasonable to recommend a further condition, which requires the applicant to make further submissions to ensure that access arrangements and the internal layout is optimised, as follows:

Notwithstanding the submitted plans and prior to the first beneficial use of the development hereby approved, the following shall be submitted to and approved in writing by the Local Planning Authority:

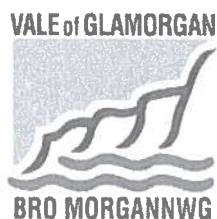
1. Further details of pedestrian and cycle accesses into the school and the network of pedestrian and cycle routes/provision within the site.
2. Further details of parking areas, circulation spaces, turning areas and laybys, including signage to direct users as to their purpose.

The development shall thereafter be implemented in accordance with the approved plans/details, prior to the first beneficial use of the development.

Reason:

In the interests of highway safety, to ensure that the development site is adequately served by facilities to encourage a range of transport modes and to ensure compliance with Policies MD2 and MD5 of the LDP.

Action required: members to note and consider.



Vale of Glamorgan Highway Authority Observation Sheet

Planning Application Ref:	2019/00280/RG3
Observations By:	Tony Godsall
Date:	17 th June 2019
Location:	Ysgol Gymraeg Bro Morgannwg, Colcot Road, Barry
Proposal:	Erection of extensions to the school for a new Sports Block with link to existing building; Design and Technology Block; new Reception Area; creation of a Plant Room; new Muga and 3G All-weather Pitch aswell as external alterations to the facade treatment
Case Officer:	Mr. I. Robinson

Further to the revised information received from the consultant representing the applicant date 11^h June 2019, the Highway Authority would comment as follows utilising the same numbering system as the letter

LMH1 The increase in non-consented pupils associated with this development would be 299 which is an increase of 18% on the consented usage. It is considered that the increase in pedestrian and vehicular traffic will increased pedestrian phase calls and traffic usage of the junction and will not be minimal. The consultant has highlighted current issues on the A4050 (points 1,2 and 3) indicated below due to existing traffic congestion at the junction. (Although I consider that point 2 to not be appropriate or feasible as it would only be a temporary measure and would require a person to place the temporary bollards on the highway every day). The consultant has also indicated that the increase in traffic for am and pm is 5% and this figure is the industry standard indicating that mitigation measures are required to the junction. As a result of the above I still consider that it is important to model the junction to highlight the issues that will arise due to the increase in pedestrian and vehicular traffic and then apply appropriate measures depending on the results. It could be that there will be a requirement to introduce Microprocessor Optimised Vehicle Actuation (MOVA) on the signals which will allow the junction to be more responsive to traffic conditions and will lead to a significant increase in capacity at a junction.

Table 7.2: Vehicular and pedestrian-related observations and subsequent recommendations

Observation	Recommendation
Congestion at the traffic signals causing tailbacks and queuing in both directions along the A4050: A4050 (southbound): Queuing to A4050/A4228 roundabout;	Reduction and potential removal of all school buses from the school access (included as part of the development proposals).
A4050 (northbound): Queuing beyond the College access.	Introduce travel interventions via a School Travel Plan (STP) to encourage more staff and pupils to travel to school via alternative modes to the private car.
A4050 (southbound) – Vehicles parked on approach to the signals, forcing vehicles to merge and queue single file while overtaken the vehicle(s).	A4050 (southbound) – Provision of informal and temporary parking restrictions by placing traffic control cones on a daily basis restricting parking along the eastern side of the carriageway to ensure vehicles can utilise both lanes approaching the signal-controlled junction (during school AM/PM peaks). All dwellings have ample off-road parking and vehicles are still able to park along the western side of the carriageway.
A4050 (northbound) – Vehicles parked on unrestricted highway causing obstruction to queuing traffic.	A4050 (northbound) – As above, introduce informal and temporary parking restrictions along the highway (in the form of traffic control cones, on a daily basis) to the extent of the two lane provision approaching the signals (during school AM/PM peaks).
Queuing back to the traffic signals as vehicles entering the school wait for pedestrians to cross the zebra crossing at the car park entrance.	Introduce travel interventions via a STP to encourage more staff and pupils to travel to school via alternative modes to the private car.
Vehicle speed reduction measures along the access road. The access road currently has a 5 mph speed limit; measures should be introduced to ensure that this is followed.	Provide signage along the school access road, with the inclusion of physical speed reduction measures.
Pedestrians are using the northern footway to access the school. There is no safe provision to access this footway, with the school gates providing a barrier to pedestrians on this side, with some pedestrians forced into the carriageway.	Removal of the northern footway and dropped kerb at the school vehicular access. The inclusion of guard rail extension at the Hospital access; to extend along the footway of the Hospital access as far as the zebra crossing. This will discourage the crossing of pupils at the Hospital access

LMH2 Please see reasons outlines in No 6 below for the reasons that the Highway Authority still considers that traffic signals should incorporate cycle as well as pedestrian facilities

LMH3 Noted

LMH4 Noted and see item c) below

1 The Highway Authority accepts the number of disabled spaces that have been provided, however the disabled spaces that have been provided in the car park are orientated in the wrong direction. These spaces should be perpendicular to the kerb as drawn in Appendix 2 of the Parking Guidelines and not parallel as indicated on the drawing (ASL-00-ZZ-DR-L-0900 rev P17) and appropriate drop kerbs need to be provided to the footway to facilitate the movement of wheelchairs. The 3rd disabled space which has been sited within the vicinity of the cycle shelter should be relocated to the car park adjacent to the 2 others due to the proposed location will impede appropriate manoeuvres associated with pedestrians utilising the cycle shelter, deliveries to the kitchen access and the turning requirements for vehicles. Only 2 visitor spaces have been detailed on the drawing and as indicated in the TA there should be 3.

2 The lane that has been designated for school minibuses is currently utilised for parents to drop off and pick up. At this location children can walk directly into school without any conflict with vehicles. It is also the case that both of these lanes including the existing bus drop off area will be needed as drop off for children with the increase in pupil numbers. It is therefore considered that extra space should be provided within the existing parking area to accommodate these minibuses.

3 It is considered that both lanes should be utilised for parent drop off and signed accordingly.

4 From the revised track runs it was noted that any turning large vehicle will extend over the proposed footway to be able to turn. This is not acceptable as the footway is provided for the use of pedestrians and not turning vehicles. It is also the case that the footway construction will not accommodate heavy vehicles. Therefore a redesign of this area is required in order for a turning vehicle to safely manoeuvre within the area which will take into account the safety of pedestrians and not overrun the footway. As stated in No 1 above the disabled bay should be removed from this location as delivery vehicle will need to undertake excessive manoeuvres to park to unload deliveries within the vicinity of the kitchen doors if the space was not removed.



5 Noted

6 As stated in my previous comments paragraphs 4.1.26 to 4.1.28 in Planning Policy Wales Edition 10, the Active Travel Act indicates that walking and cycling should be the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment. The Highway Authority considers the increase in pupil number is not marginal and that it is important that changes to the external and internal highway design to accommodate the access for

cyclist and pedestrian requirements are required and the Active Travel Act design guidance and Audit tools should be utilised. It is noted that in para 3.4.15 of the revised TA states:

It is proposed that a 'cyclist dismount' sign be erected on the post of the existing shared use sign. This will notify cyclists to dismount before walking their bicycle across the signalised crossing. A 'cyclist dismount' will also be provided at the school entrance where cyclists will walk their bicycle along the footway via the existing zebra crossings. An additional zebra crossing facility will be provided at the cycle parking, allowing pupils to walk their cycles to the parking facility safely.

As can be seen on the google map extract below the route indicated above, the distance that cyclists will need to walk their bikes to the cycle parking facility is over 200m. There are also no dedicated cycle facilities at the traffic signals on Colcot Road / Entrance to the school. It is therefore considered that this distance is too long and will discourage cyclists to utilise the route or cycle along the pedestrian footpath. It is also the case that in accordance with the Active Travel Design Guide it states the following

The CYCLISTS DISMOUNT sign, diagram 966 (alternative), is another heavily overused sign. On a well-designed cycle facility, it is very rarely appropriate. The sign is possibly the least favoured (and adhered to) among cyclists. Each time it is used, it represents a discontinuity and lack of appropriate provision.



The Highway Authority therefore considers that the existing signalised junction should be upgraded to incorporate dedicated pedestrian / cycle crossing facilities and the existing connecting footways leading into the site / proposed cycle storage facilities shall be widened in accordance with the standards laid out within the Statutory

Guidance for the Delivery of the Active Travel (Wales) Act 2013 in the interest of highway / public safety.

7 It is noted that in para 3.4.13 of the revised TA states:

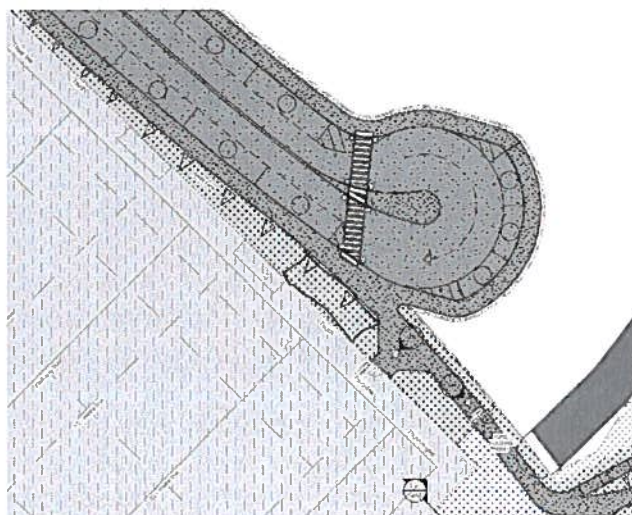
It is considered a potential safety concern for pupils to be making this movement across the access to Barry Hospital, therefore it is suggested that the northern footway is removed in its entirety to discourage use and converted to a grassed verge. In addition, it would also be integral to this proposal to extend the guard rail along the footway to the hospital thereby only facilitating pedestrian movements to the hospital.

The Highway Authority considers that this is an appropriate way to deal with the inappropriate crossing movements at the hospital entrance, however the removal of the footway must extend outside the school gates as well as the replacement of the existing drop kerbs.



8 Noted

9 Points 1 and 2 have been noted, however the location of the pupil holding area is inappropriate as pupils would block the proposed footway for those pedestrians wishing to get to other buses and it is also unlikely that it would be utilised without supervision. It would be more appropriate if the area was closer to the bus bays as shown by the blue box below.



10 It is noted that the footway has now been extended to the existing footway on Port Road and a detailed design of the connection will need to be agreed by the Highway Authority before the commencement of any works.

11 Noted

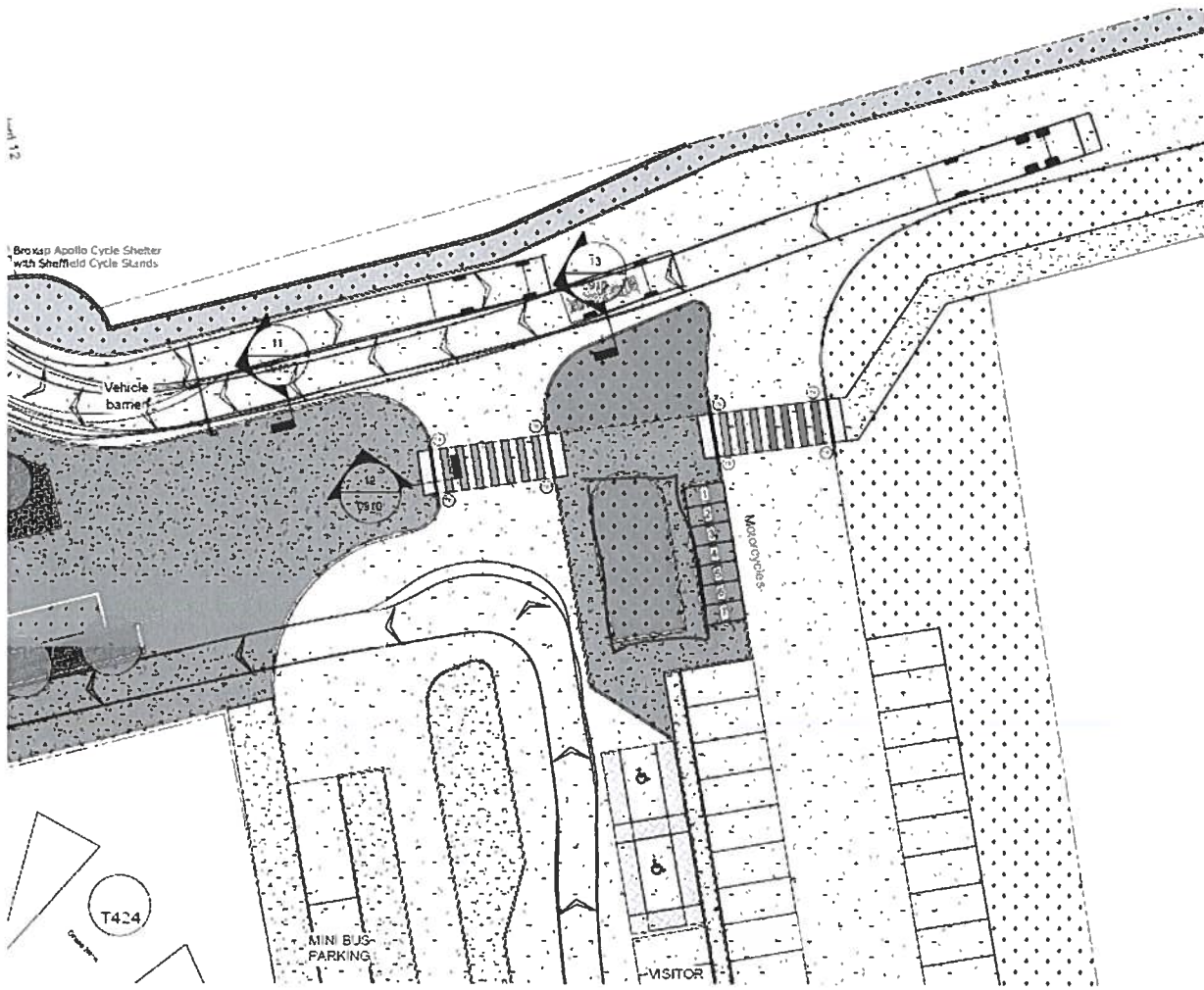
As a result of the revisions to the Transport Assessment as a result of the previous highway observations further issues now need to be commented on

- a) As a result of the changes to the Transport Assessment then there is a need to revise the Travel Plan to reflect these changes. Comments will then be made on that document.
- b) Para 3.7.8 and 3.7.9 of the revised TA states:

Based on the parking standards, it is recommended that space and facilities are provided to park a total of 72 bicycles as part of the proposed development. Given the current local take up of cycle parking, the proposals have included parking for 36 bicycles, situated in its current location. It may be considered to provide further cycle parking as demand increases. This could be provided, as an example, as part of ongoing Travel Plan measures.

An approach could be discussed with VoG Highway Officers which introduces cycle parking as demand increases through school Travel Planning measures and monitoring.

The Highway Authority considers that the full amount of cycle parking should be provided as part of this development. It is noted that due to the area available for proposed location of the cycle parking it is unlikely that any further cycle shelter increase can be accommodated. A possible location for the siting of extra cycle parking would be near the proposed motorcycle parking as indicated in the blue box below:



c) Para 7.4.2 of the revised TA still states that it is proposed to place a new access from Greenbanks Drive.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 June 2019

Application No.: 2019/00459/FUL	Case Officer: Mr. Shafqut Zahoor
Location: 15, Romilly Road, Barry Proposal: Change of Use from C3 to C4 House of Multiple Occupation totalling 6 people	

From: Mr Chris Pyke (Objector)

Summary of Comments: Further comments have been submitted to committee members by a neighbour of the site who raises concerns about the Planning Officers conduct in relation to online posts by the owner of the site. The letter also re-iterates concerns raised in objection letters. These concerns are summarised below:

- Quality of plans
- Provision of bin and cycle provision
- Lack of fire escapes
- No design and access statement submitted
- Insufficient living provision for residents
- Applicant are inexperienced to run a HMO
- Applicant do not live in the country and have not provided contact details
- Noise during construction works at the property
- Safety of children
- Use of communal garden
- Anti-social behaviour
- Parking
- Proposal if granted would set precedent
- Destruction of family community/loss of family home

Officer Response:

The report identifies many of the comments noted above and addresses these concerns. There is no statutory requirement to provide a design and access statement in respect of this proposal nor is it a requirement for the applicants to provide neighbours with contact details. The ability of the applicants to manage a HMO is not material planning consideration and the level of accommodation provided is considered adequate to

commensurate a dwelling of this size. Comments relating to the Planning Officers conduct have been noted, any comments made by the applicant online are views of the applicant and outside the control of the Planning Department.

Action required: None

Zahoor, Shafqut

Subject: RE: Concerns over handling of application for No. 15 Romilly Road

From: Chris Pyke [REDACTED]

Sent: 17 June 2019 9:01 AM

To: Bird, Jonathan (Cllr) <JBird@valeofglamorgan.gov.uk>; Gray, Benjamin T (Cllr) <btgray@valeofglamorgan.gov.uk>; Burnett, Lis (Cllr) <LBurnett@valeofglamorgan.gov.uk>; Cave, Christine A (Cllr) <cacave@valeofglamorgan.gov.uk>; Drake, Pamela (Cllr) <PDrake@valeofglamorgan.gov.uk>; Driscoll, Vincent P (Cllr) <vpdriscoll@valeofglamorgan.gov.uk>; Edwards, Stewart T (Cllr) <stedwards@valeofglamorgan.gov.uk>; Hodges, Nic P (Cllr) <NPHodges@valeofglamorgan.gov.uk>; Johnson, Ian (Cllr) <ijohnson@valeofglamorgan.gov.uk>; Kemp, Gordon C (Cllr) <gckemp@valeofglamorgan.gov.uk>; King, Peter (Cllr) <PKing@valeofglamorgan.gov.uk>; Parker, Andrew (Cllr) <AParker@valeofglamorgan.gov.uk>; Rowlands, Leighton O (Cllr) <lorowlands@valeofglamorgan.gov.uk>; Thomas, Neil C (Cllr) <ncthomas@valeofglamorgan.gov.uk>; Wilkinson, Margaret R (Cllr) <MRWilkinson@valeofglamorgan.gov.uk>; Williams, Edward (Cllr) <EdWilliams@valeofglamorgan.gov.uk>; Wright, Marguerita (Cllr) <mawright@valeofglamorgan.gov.uk>

Subject: Concerns over handling of application for No. 15 Romilly Road

Dear All,

I was hoping to address the planning committee on June 26th in regards to the application for No. 15 Romilly Road (2019/00459/FUL) to become a house of multiple occupation (HMO). I am now not sure if there is any point, as I have seen on an open Facebook platform that the applicant and owner of the property has said "we've spoken to planning, they are in approval and very supportive".

Ms Jones goes on to say she has been told: "Objections not based on fact, all emotional eg extra litter, property will go into disrepair, children could be harmed due to no CRB check, parking issues". (Screenshots of this Facebook thread is attached to this email).

I am dismayed that the objections by neighbours have been shared by someone from the planning team to help further the applicants chances of gaining approval. Is this legal? If legal, I am unsure of the ethics. I was reassured by Shafqut that he had no intention of even looking at the applications until the closing date had been completed and no decision had been made.

While this is, obviously, an emotional issue for the neighbours I believe our concerns are practical and fair. They were not "all emotional", as Ms Jones and (allegedly) someone in the planning team claims.

I have been concerned about how capable the new owners are of operating a HMO at this property from the start. This Facebook conversation adds to that concern.

The sketches of the floor plans are not professional. They scrawled a 1:50 scale ratio on their hand-drawn plans but a quick print out and measuring tape/ruler shows they are far from accurate. An en-suite was drawn on and scribbled out. The plans also show no provision for bin storage, no plans for bike storage, no fire escape and just one shared room for dining and lounge. There is also no design and access statement with the application.

More than a month ago, I found the owners were advertising rooms on the website 'Spare Room'. They listed five bedrooms on the property, ranging in price from £510 to £400. The advert says the rooms are available from June 18, 2019, and on a six-month minimum term, even though they do not have a licence, so therefore cannot guarantee tenants will be able to stay for six months. This seemed naive at best, though it is now clear why they had the confidence to push ahead with this.

I have tried to ascertain from Shafqut, in the planning department, whether they can legally be renting rooms out before the decision has been made. He is yet to reply to that query, though has replied to many queries I have had during this process.

Five or six adults will create far more waste than the average family. The lack of adequate bin storage increases the likelihood of littering in the street. Inside the house there is one family bathroom and one en-suite, according to the plans. We do not believe this is adequate for five or six strangers sharing a house, though our own research leads us to believe there are now a few more en-suites in the property. That said, we do not know for sure as the owners have not amended or updated the plans. This, again, suggests inexperience and questions whether they are ready to run a house of multiple occupancy.

The owners of the property don't live in the country according to their application. Does their work require international travel? We are concerned about how difficult it will be to get in touch with them should there be an issue, with noise or the building. They have not said hello, let alone shared contact details with either ourselves or the occupants of number 16 in case of any problems with the building or tenants.

While renovating the house, workers made unacceptable levels of noise at the property late into the evenings, on weekends and bank holidays. On a number of occasions, I had to go round and ask the workmen to cease as we were trying to put our three-year-old son to bed: this was well past 7pm. Work sometimes began just after 7am. This led me to complain directly to the council - a complaint that was upheld.

The lack of care the new owners have given to neighbours even at this early stage does not fill us with confidence that can or will ensure the tenants are respectful to their neighbours going forward.

Safety

The house has access to a shared communal garden. Due to the transient nature of tenants in a HMO, the community that runs the shared garden is concerned for the safety of the children that live there and/or frequently visit their homes. To dismiss these objections as emotional, rather than fair and practical, is offensive.

When a proposed development of a 45-bed development of multiple occupancy with shared facilities was put forward for the property that has now become the Mount Rooms Hotel, the police said: "Research undertaken by the Police Foundation indicated low cost multiple occupancy rented properties have traditionally attracted a more transient population and can lead to higher crime rates and higher levels of violence at premises (Police Foundation Research 2015). There is also evidence from research in Cardiff that higher HMO density correlates to higher crime risk".

Their report also said: "Local policing experience in Barry has been that similar but much smaller HMO type developments, such as Ty-Lolo, housing approximately 15 residents and the Tadcross Hotel, which is used as bedsit by local authority for up to 10 persons at a times, place significant demands on police services".

They also stated: "There are also local policing concerns regarding the proximity to late night economy and late night food outlets on High Street and Broad Street. As a result, the area already suffers with problems of anti-social behaviour, violent crime and other associated crime".

While this licence is for a property smaller than the ones described, it is clear that where HMOs are introduced an increase in anti-social behaviour often follows. And even more so, if a few houses on the street are subsequently converted into HMOs once the precedent has been set.

Parking

Parking has been a major problem on the street for some time - compounded by the passing of plans for Windsor Lofts. I believe that the planning committee rejected the introduction of a greater length of double yellow lines adjacent to the URC/Windsor Lofts site. The South Wales and Highways also, I believe, concurred with this decision.

It is already tough to get a space outside our homes or even on the street at all (have video evidence from this week alone but couldn't send as attachment to council emails), and we are yet to feel the impact of Windsor Lofts on parking in our neighbourhood.

The five or six cars that could come with this HMO should be a concern for this council. The owners will argue not all the tenants may have cars but they are allegedly targeting young professionals, a group likely to have a car. And regardless of the driving situation of those who initially move in, as tenants change so will their parking needs. It is impossible to claim they will not have an adverse effect on an already significant parking problem.

Then there's the precedent set. The HMO application for No15 sets a worrying precedent for other houses to become HMOs on this street. Work on No. 13 by a developer has ceased: possibly because he is waiting to see the outcome of this case and whether he should embark on his own HMO application...

Destruction of family community

Romilly Road is a sought-after family street. The shared garden is a testament to the sense of community fostered here - a rare and precious environment in which to raise a family. Our community is made up of young families such as ours and families who are still here, having raised their children on the street and now look after their grandchildren in the same houses.

No. 15 becoming a HMO would result in the loss of a family dwelling in close proximity to several excellent schools. The house had not been languishing on the market for months or years. Indeed, houses on this street sell quickly to families.

The landlords are not seeking to fill a gap in the housing market. They are taking a family house out of circulation and plan to charge the same amount of rent you would expect to pay in central Cardiff - the motivation is clearly financial.

Recap:

The owners have so far failed to prove themselves fit to run a HMO - from the haphazard and inaccurate planning sketches to their failure to include enough amenities or update plans, and now their sharing of information I assume was given in confidence on an open public platform.

This HMO has the potential to destroy a family street with a good community. It will take a reasonably priced four-bed family residence off the market and add to the danger posed by a street already saturated with cars.

I look forward to your response, particularly in regards to the planning office's alleged sharing of objections from neighbours to the applicant and assurances made they will get approval.

Regards,

Chris Pyke

S.

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 26 June 2019

Application No.: 2019/00459/FUL	Case Officer: Mr. Shafqut Zahoor
Location: 15, Romilly Road, Barry Proposal: Change of Use from C3 to C4 House of Multiple Occupation totaling 6 people	

From: Mr Gareth Davies (Applicant)

Summary of Comments: The applicant has submitted a powerpoint presentation to support his application.

Officer Response: None required.

Action required: None.

Landlord information:

- Property education since Jan 2017
- Taken a specialist HMO course
- Strictly adhering to the correct process to ensure we are abiding by the regulations
- We have made contact with Building Control and HMO licensing teams to advise and consult on our intentions

Our team:

- Property manager based in Barry (Highlight Park)
- Appointed a maintenance man in Barry
- Plumber lives in Harbour Road (the street behind)

15 Romilly Road, 5 Bed multi-let

Our aim:

- Provide good quality affordable accommodation (homes) with excellent amenity standards.
- Improve the standards of Co-living in Barry and therefore offer more choice.

Tenant profile: Our customers

- Male and Female mixed
- Young professionals
- Interest from 23-32 year olds

(Nurse, Scaffolder, QS, Legal Assistant)

Tenant referencing:

- Paid for independent professional service;
 - Employment check
 - Previous living check
 - Current living Check
 - Anti-fraud check
 - CCJs
 - Credit check
 - Affordability check

the
houseshop.com

The UK's Free Property Classified Site

Reference Update: Passed

 **FCC Paragon**
SOLUTIONS FOR THE LETTING INDUSTRY

4, 5 & 6 Quay Point | Northarbour Road | Portsmouth | Hants | PO6 3TD

T: 0844 375 9606

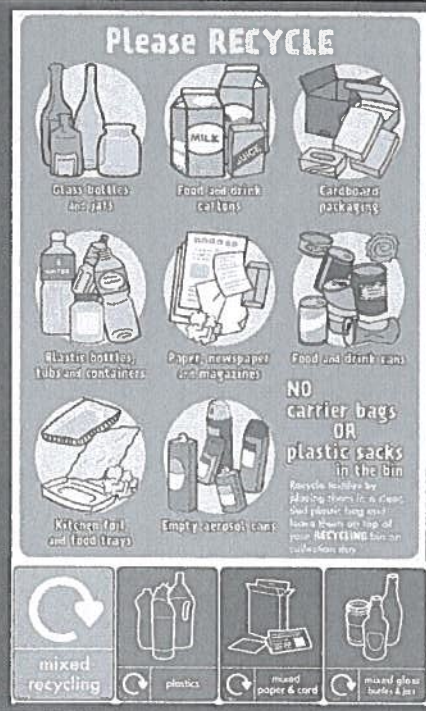
F: 0844 375 9607

E: emailenquiries@fccparagon.com

W: www.fccparagon.com

Waste management plan:

- Range of **refuse bins and bags** for waste and recycling are provided in the kitchen.
- Extra storage with bins outside back door, out of sight.
- **Cleaner** once every 2 weeks to ensure rubbish is managed – and to report back to us, regular monitoring.
- **Lead tenant** responsible for ensuring the bins are out ready for rubbish collection.
- Internal **notice board** with rubbish collection dates clearly visible plus info and recommendations on recycling.



Parking considerations:

- A 4 bed dwelling according to the council's Parking Standards would require a maximum of 3 spaces, in this instance our proposal would require 2.5 spaces. Most of our tenants will not have cars. Being close to the train station, we are attracting those relying on public transport.
- Cycle parking will be provided within the rear garden area for 4 bikes.



Parking considerations:

- Parking spaces found on the street throughout day and evening.
- We believe the parking demands would not be materially different to those associated with the existing property.

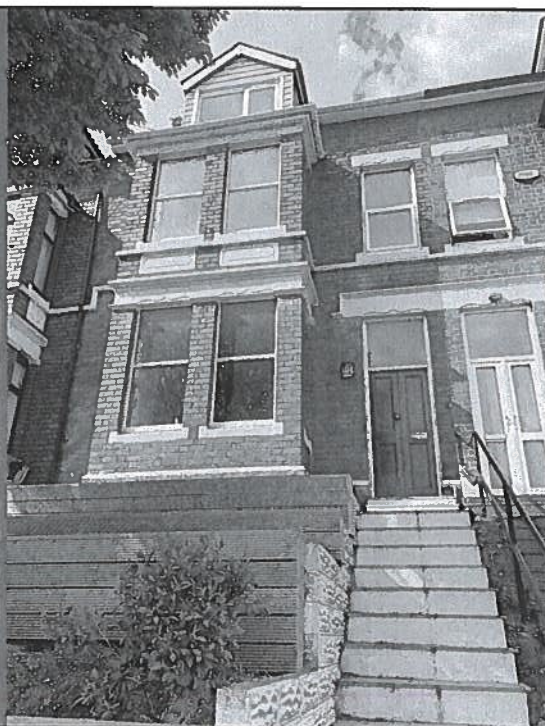


Noise considerations:

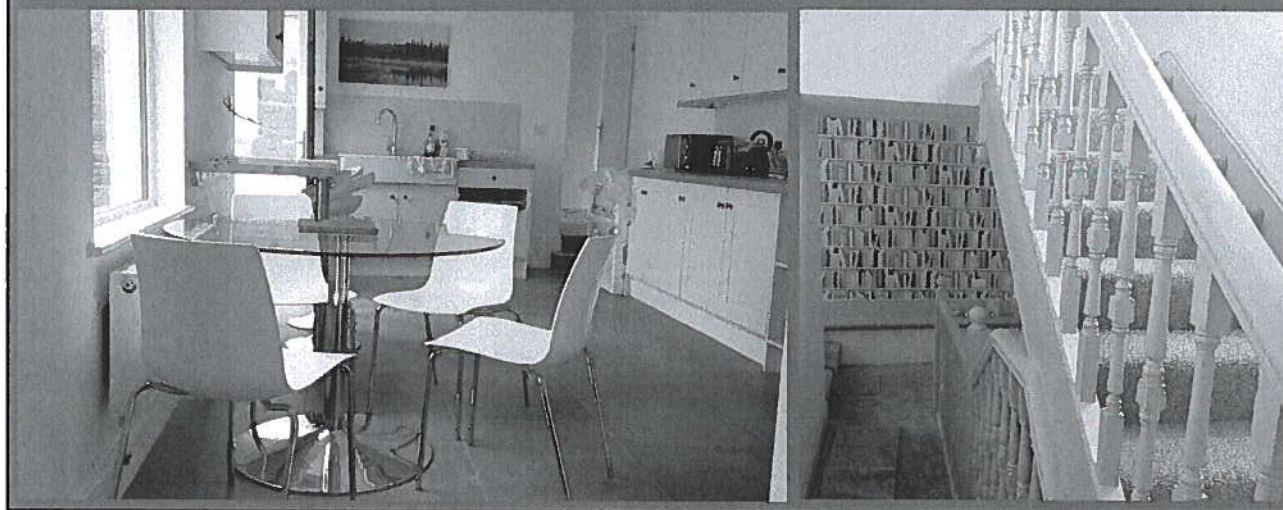
- Tenants will be briefed to be respectful of neighbours.
- A lead tenant will be appointed, to report back to us with any concerns as soon as they arise.
- We operate a no nonsense approach and will not tolerate noise and disturbance to other tenants and/or neighbours.
- Having 5 individuals in the property wouldn't necessarily mean excessive noise levels, this would be similar to a single dwelling as a family of 5.



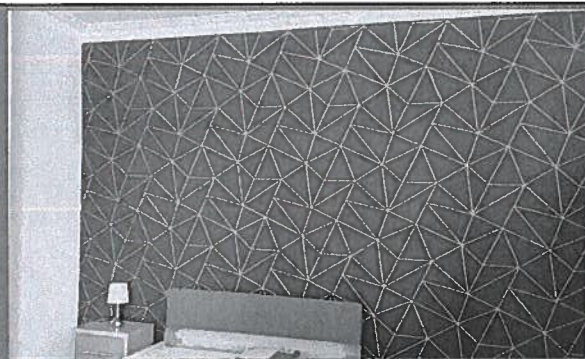
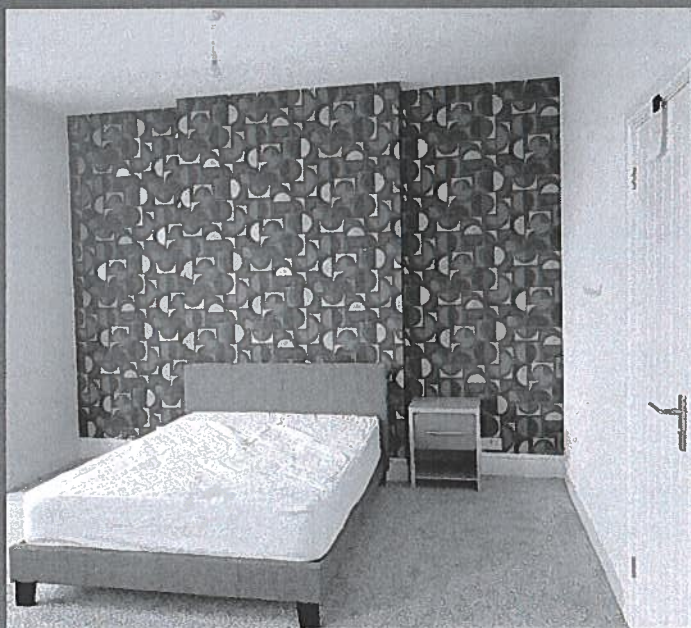
- Fully refurbished
- Excellent condition throughout
- Improved curb appeal – new door, wall rendering, landscaping (still to be done)



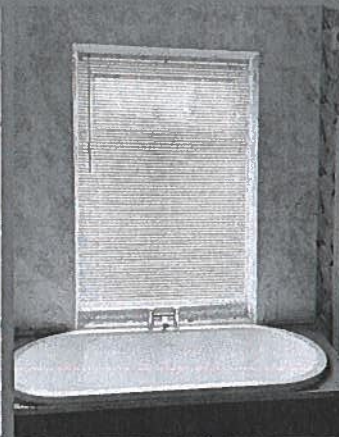
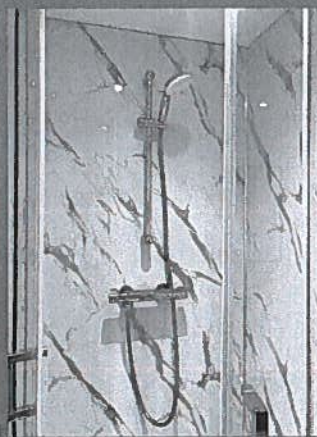
- Shared kitchen/Diner
- Communal living room with TV
- Designed to be homely and welcoming



- Spacious rooms
- New furniture, carpet and decoration
- New landscaped garden to follow



- Quality fixtures and finishes
- Professional throughout
- 2 shared bathrooms, 1 en-suite



HMO context:

In the Baruc ward there are 27 known HMOs

Examples:

33 Romilly Road	x 5 persons
1 Park Crescent	x 7 persons
1, 3 and 5 Plymouth road	x 10, 7 and 8 persons
14 Buttrills road	x 9 persons

241 HMOs in the Vale of Glamorgan currently



THANK YOU

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE :

Application No.: 2019/00532/FUL	Case Officer: Mr. Mark Stringer
Location: Hensol Castle, Hensol Castle Park, Hensol	
Proposal: Change of use of part of the approved bar / restaurant building for the hotel, for use as a gin distillery	

From: Local Residents and members of the public received via Cllr Morgan

Summary of Comments:

Raising further concerns about the impacts of the development as follows:

- That the Gin Distillery is not necessarily associated with the current use and is a new stand-alone use.
- Concerns about traffic impacts of deliveries, staff and visitors to the Gin Distillery, in addition to existing traffic to the hotel resort, Castle bar and restaurant and other local facilities. Concern that the number of vehicle movements is not being limited.
- Concerns about the access and weight limit of the bridge.
- Cumulative effect of other developments in the area this additional proposed application would be the tipping point taking the development of this rural area to an unacceptable level.
- Limited benefit if only a few jobs created.
- Concern that there has been insufficient time to comment on the application. The community council not meeting until 13th June gives very little time to generate a response.
- Concern that the business is being advertised already.
- Impacts on well-being of local residents.
- Impacts on air quality and noise.

Officer Response:

The majority of matters raised have already been considered in the officer's report. Regarding the weight limit on the bridge within the site there is a restriction in place on the bridge for 7.5 tonne vehicles and the bridge is within the applicant's ownership and control.

Action required: None.

Janet Israel / Lyndon Lewis 1 Hensol Villas

I would support the responses already made and I support my initial response which highlighted:

The planning application which sought comment from the public was lacking in detail in effect rendering the application invalid. In particular, the application did not provide information on

- the access to the development; a highways report needs to be undertaken
- the level of activity of the development – tourism and level of alcohol production, bottling and distribution
- there was no reference to use of the grade 2 listed bridge or any consultation to CADW in respect of this
- there was no reference to environmental factors: noise or air pollution

Response to final report

I would highlight that many of the points made in the final report are not substantiated in the application and as such planning approval should not be granted.

- Where is the evidence on number of tourists? And as the report points out there is limited transport links – this footfall is likely to be using the highway infrastructure which runs directly in front of the Hensol Hamlet
- How has the figure of 6 deliveries per day been calculated? There is no detail on distillery output and currently it is being advertised at a National level which suggests this is likely to be operating at a significant level of production and distribution
- What size and weight are the distribution vehicles? The presumed access makes use of the Grade 2 listed bridge which now displays an increased weight limit; how, and by whom has this been assessed – CADW involvement essential

In addition, I am disappointed with the response to the issues of:

- Highway suitability: how can the report say that the highway is acceptable when there is no detail on the use of the development; there has been no formal highways assessment, this is essential given the recently approved developments within and around this site. Whilst the size of the distillery is only 715 square metres, as acknowledged it is linked to the restaurant development. In combination this exceeds 1000 square metres and as such under the planning obligations SPG a highways assessment should be undertaken
- The issue of air quality is linked to the above point
- The report was incorrect when stating that the nearest settlement was 2-3 kilometers away; Hensol lies less than 500metres from the development
- I would also suggest that the policy SP11, which is referred to in the report is not being adhered to. The Vale of Glamorgan Local Development Plan 2011-2026 Tourism and Leisure Development Supplementary Planning Guidance identifies the points below

1.3. Although new and enhanced tourism and leisure facilities can provide substantial benefits for visitors, residents and the local economy, they can also have negative impacts on local natural and built environments if they are not properly managed or

mitigated. For example, when large numbers of people visit one place, a proliferation of tourist facilities and associated paraphernalia such as signage and advertising can have a detrimental visual impact upon the surrounding area. In addition, emissions from visitor's cars can increase air pollution to the detriment of the local community.

1.4. In this regard, the planning system has a pivotal role to play in terms of safeguarding and enhancing existing tourism and leisure facilities and managing new developments to ensure that they are delivered sustainably and in appropriate locations. Consequently, the Vale of Glamorgan Adopted Local Development Plan 2011-2026 (LDP) contains a planning policy framework which seeks to encourage new investment in appropriate tourism and leisure facilities and seeks to protect and enhance existing facilities for the benefit of local residents, visitors and the local economy.

- Whilst this is being accepted as a tourism development, one could argue that the use is being changed from one class to another; tourism to industrial and as such warrants a much more in-depth planning application

Robinson, Victoria L

From: Morgan, Michael J (Cllr)
Sent: 25 June 2019 06:55
To: Robinson, Victoria L
Subject: Hensol Planning Application 2

Dear Victoria,

I attach comments from Mrs Hilary Hammer.

Regards

Michael

Michael Morgan

Councillor for The Peterston-super-Ely Ward of The Vale of Glamorgan Council

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: Re: Fwd: my draft comment
From: "Morgan, Michael J (Cllr)" <mjmorgan@valeofglamorgan.gov.uk>
Date: 24 Jun 2019, 9:08 pm
To: Hilary Hanmer <[REDACTED]>
Thank you Hilary,

I'll draft up my three minute summary and circulate it for approval.

Regards

Michael

Michael Morgan

Councillor for The Peterston-super-Ely Ward of The Vale of Glamorgan Council

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: Fwd: my draft comment
From: Hilary Hanmer <[REDACTED]>
Date: 24 Jun 2019, 8:00 pm

To: "Morgan, Michael J (Cllr)" <mjmorgan@valeofglamorgan.gov.uk>

----- Forwarded message -----

From: **Hilary Hanmer** <[REDACTED]>
 Date: Mon, 24 Jun 2019 at 19:59
 Subject: Re: my draft comment
 To: Claire Hendy <[REDACTED]>
 Cc: <[REDACTED]>, Janet Israel <[REDACTED]>, caroline candy
 <[REDACTED]>, <enquiries@pendoylancommunity.org>

As someone who doesn't live in a Hensol I think that some of the statements in the planning report should be challenged as supposition

1. It is not just the number of homes in the vicinity that create traffic In this small settlement there is also a huge impact from traffic to the hotel and gym (including buses and delivery vehicles), the traffic from residents in the apartments, visiting teams, weddings and conferences. I know that the hotel car park is completely full on most days so that will indicate how many vehicles are on this narrow road. There is additional traffic of a similar type using Llanerch. On the same road there is the Vale private hospital. All of these have a high volume of traffic

How many tourist attractions can this hamlet cope with

2. Has the increased traffic that will be created by Cardiff City Football club been considered, or are these two applications being treated in isolation from each other.

3. I believe it is a contradiction to state that it would not have a substantial effect on traffic but would create jobs. How many jobs would be created if hardly any visitors came.? Either it is popular and creates jobs but generates traffic or not.

If they do not envisage a substantial effect on traffic then what is the point of the development ?

4. The tourism to this part of the Vale is already all year round as can be seen on any day.

5. A site notice may have been displayed on 4th June but with the community council not meeting until 13th June that gives very little time to generate a response.

On Mon, 24 Jun 2019 at 18:35, Claire Hendy <[REDACTED]> wrote:

Here are my comments

1

having done a search on hensol gin

Why are there already all these links to tours/buying gin already up and running when planning hasnt been agreed

and some are for vodka ?

<https://www.thedrinkshop.com/producer/3394/hensol-castle-distillery>

<http://foodinnovation.wales/directory/listing/hensol-castle-distillery>

<https://www.facebook.com/hensolcastledistillery19>

<https://twitter.com/amallows?lang=en>

<https://test.leekes.co.uk/trade>

2 Why if they have been building this distillery since march wasnt the planning application done earlier and why is it URGENT to get it agreed NOW ??

3 What are the economic benefits ?

4 Why do they get special dispensation to RUSH THIS THROUGH in less than a MONTH ???

5 What about the bridge?

6 IS HENSOL not a settlement ?

7 DESCRIPTION

How do you know its only going to be 6 vehicle movements, how do you police this ?

Why cant you put a MAX output on the distillery associated with 6 vehicle movements a day ??

Dont you require accurate info so you get ACTUAL movements rather than a "wooly" "LIKELY MOVEMENTS"

CONSULTATIONS

This is additional traffic to all the other developments both at the castle/health club/llanerch vineyard which you seem to have forgotten about.

RESEDENTIAL info

why is there so little time from 4th JUNE for the notice to planning approval by 26th JUNE

What about the WELLBEING of HENSOL RESIDENTS as its only 6 jobs !

AS there is no limit to this DEVT how do you know its going to be SMALL when you have no MAX limit on capacity ??

No reference to the impact of the attached BAR and RESTAURANT have you forgotten about this ?

Robinson, Victoria L

From: Morgan, Michael J (Cllr)
Sent: 25 June 2019 06:51
To: Robinson, Victoria L
Subject: Hensol Planning Application

Dear Victoria,

I attach comments from Mrs Susan Parnell

Regards,

Michael

Michael Morgan

Councillor for The Peterston-super-Ely Ward of The Vale of Glamorgan Council

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: Re: my draft comment

From: "Morgan, Michael J (Cllr)" <mjmorgan@valeofglamorgan.gov.uk>

Date: 24 Jun 2019, 11:37 pm

To: Susan Parnell <[REDACTED]>, Hilary Hanmer <[REDACTED]>

Thank you Sue

Michael Morgan

Councillor for The Peterston-super-Ely Ward of The Vale of Glamorgan Council

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: Re: my draft comment

From: Susan Parnell <[REDACTED]>

Date: 24 Jun 2019, 11:34 pm

To: Hilary Hanmer <[REDACTED]>

Hi all

I am out all day tomorrow and in the evening and am in difficulty putting anything much together. Have we actually provided feedback to Michael so he can prepare what he says?

Just in case we haven't this response includes Michael and has the whole chain of emails with Claire's and Hilary's thoughts below mine.

My thoughts are:

The report says that there will be tours of the distillery, and that it will be a year round tourist attraction. It says it is associated with the current leisure and tourism use of Hensol Castle and Vale Hotel and not a new stand alone use for policy purposes. It also says there is no reason to believe that up to six deliveries on a typical day, along with the journeys made by seven employees, would have an unacceptable effect on local traffic or public safety.

I don't think this stacks up.

I don't think it is necessarily associated with the current use. At the moment there is a Hotel, a function venue, a Golf course and a health and fitness club. What is now proposed does not fit in with any of these uses and as such it is arguable it is a new stand alone use unless "stand alone" means financially viable as a sole enterprise.

It is clearly intended to be a new tourist attraction with tours of the distillery and accepts that tourists will come from elsewhere in the Vale and further afield. It accepts there is virtually no public transport so how are all these tourists going to get there other than by car or on bus tours all of which will be routed via Hensol Row. It is nonsense to say there will be no significant increase in traffic by just referring to access by 7 employees and 6 deliveries a day whilst ignoring vehicles to be used by this substantial increase in tourists.

The report makes no reference to the actual weight limit of the bridge which increased so dramatically without any strengthening work.

I think that we can only link this to other applications by different businesses in the area by referring to the cumulative affect of those already granted and arguing this additional proposed application would be the tipping point taking the development of this rural area to an unacceptable level.

I hope this helps
Sue

Sent from my iPad

On 24 Jun 2019, at 19:59, Hilary Hanmer <[REDACTED]> wrote:

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