

**ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT**  
**FOR THE PLANNING COMMITTEE**  
**TO BE HELD ON 28 MARCH, 2019**

---

<u>Page</u>	<u>Application</u>	<u>Location</u>	<u>Item No.</u>	<u>Description</u>
<b>PLANNING APPLICATIONS</b>				
P.81	2018/01023/FUL	Land North of Leckwith Road, Llandough	1.	Revision to Condition 6 – Affordable Housing
			2.	Friends of the Earth, Barry and Vale raising objections to Active Travel Provision and Amenity Space
			3.	Neighbour letter objecting to application
P.113	2019/00068/FUL	Brynawel, St. Brides Major	4.	No objection comments from Council's Ecologist

---

1

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 28 March 2019

<b>Application No.:</b> 2018/01023/FUL	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land North of Leckwith Road, Llandough	
<b>Proposal:</b> Proposed residential development comprising 40 affordable units (comprising a mix of 1 and 2 bed apartments) along with associated parking, highway and ancillary works	

**From: Planning Officer**

### **Summary of Comments: Suggested amendment to proposed condition 6**

Following discussion with the Planning Department's Section 106 officer, it was considered that the wording of the suggested condition did not correctly reflect the proposed nature of the development on the site. As such it is suggested to amend the wording of the condition as detailed below:

*6. Prior to commencement of development, a scheme for the provision of affordable housing as part of the development shall be submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of the Welsh Government Technical Advice Note 2 on Affordable Housing or any future guidance that replaces it. The scheme shall include:*

- i) the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than X% of housing units/bed spaces;*
- ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;*
- iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing (if no RSL involved);*
- iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and*
- v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.*

**Reason:**

*In order to ensure that the site delivers appropriate provision of affordable housing to meet the identified need and to ensure compliance with the terms of Policies SP1 (Delivering*

*the Strategy), SP4 (Affordable Housing Provisions), MG4 (Affordable Housing) and MD4 (Community Infrastructure and Planning Obligations) of the Local Development Plan.*

Suggested amended wording:

*6. Prior to beneficial occupation of any of the dwellings, a scheme for the provision of affordable housing shall be submitted to and approved in writing by the local planning authority. The affordable housing shall be delivered by a zoned Housing Association Partner (Hafod Housing, Newydd Housing, United Welsh Housing or Wales & West Housing) of the Vale of Glamorgan Council, and shall be provided in accordance with the approved scheme and shall remain in perpetuity as affordable housing as defined in Annex B of the Welsh Government Technical Advice Note 2 on Affordable Housing, or any future guidance that replaces it. The scheme shall include:*

*i) the arrangements for the management of the affordable housing;*

*ii) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and*

*iii) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.*

*Reason: To ensure that the development is kept in perpetuity as an affordable housing scheme, and to ensure compliance with PPW and TAN 2.*

**Action required: Amend condition 6 as above**

2

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 28 March 2019

<b>Application No.:</b> 2018/01023/FUL	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land North of Leckwith Road, Llandough	
<b>Proposal:</b> Proposed residential development comprising 40 affordable units (comprising a mix of 1 and 2 bed apartments) along with associated parking, highway and ancillary works	

**From:** Friends of the Earth Barry & Vale

**Summary of Comments:**

Objection to the proposal on the grounds of inadequate active travel provision and amenity space.

**Officer Response:**

The matters raised in respect of the sustainability of the site, transport infrastructure, car parking provision and amenity space are fully detailed in the Committee Report.

**Action required:**

None

To Planning Committee 28 March 2019 Late Reps on 2018/01023/FUL Llandough

**We object strongly to this plan;** only a modified version that properly includes amenity space and active travel provisions might be acceptable. The planning report has significant defects which require it to be reconsidered.

**The report is wrong to say the site is located in a highly sustainable location**

- # No shops within walking distance, the roads are steep, the GP is miles away (Stanwell, Redlands)
- # the main road thru Llandough is too steep for less able persons (+crutches, +wheelchairs)
- # all 3 routes (to Merrie Harrier, to Penarth Rd via Llandough Hill (lane), and to Cardiff via Leckwith) are too steep for most cyclists (fail to meet standards in 'Active Travel' design guidance).
- # bus services do not go to the local supermarket (Tesco's) or to Cogan station; none on Sundays

**The Council's definition of 'sustainable location'** \*\* (covering walking distances and public transport availability) is not met. Llandough has no footstore. Llandough hospital's main entrance is a 1.3 km walk, far outside the standard. Likewise the Merrie Harrier pub is too far to count. The steepness of the hill exceeds the limit for less able walkers and wheelchairs.

The proposed shared path **3.5m foot/cycleway for active travel** is wrong. Active travel guidance requires continuity with foot and cycle ways into Llandough. A shared path is a discouragement to walking, especially for the less able. An on-road cycleway is needed to connect via local roads.

The planning report ignores the **Council-provided cycleway on Cogan Pill Road** (track). The 'Hafod' cycleway need to connect to this route, which is the only route into and from Llandough that avoids the uncyclably steep hills. It's the obvious 'active travel' access to Cogan station, Leisure Centre and shops.

**"secure cycle parking"** is not provided by the 36 Sheffield stands without cover. These are insecure, an easy target for intruders. A lock-up cycle-store with repair space is essential if cycle ownership and use are to be taken seriously. The Vale's Parking Standards SPG (*Appendix 4 Cycle Parking Standards* in the new 2019 version, like the 2015 version) includes security, possible CCTV, covered stands, and says "cycle storage must be a factor of dwelling design". The Plan fails to meet this.

We agree that **Amenity space is essential and provides a number of important functions...** this principle cannot be disregarded just because it's social housing. If it's a community garden and play-space, as is practicable in the limited space, and of benefit for the many underemployed or retired individuals likely as residents, Hafod Housing must provide a management plan.

The report says *"landscaped areas to the front"* are unsuitable and mentions *"a number of useable areas of amenity around the buildings"*. The tiny square with *"formalised seating"* is inadequate

The planned layout could be changed to reduce the 36 car spaces (over-many); locating car-spaces instead at the front would release 'amenity' space on all or part of the land to the rear, for a community garden plus kids play area.

The report says **contributions are no longer sought in this case in respect of sustainable transport;** yet improvements are still essential for sustainable transport / active travel.

The developer should provide funds towards

1. two Bus shelters and a pedestrian crossing (Greenway Close stops; with dropped kerbs as standard). There is already a wheelchair user living on Greenway Close who can't cross to the bus.
2. bringing existing footway up to minimum (active travel) standard, at least through the Llandough Hill junction.
3. providing on-road cycleway markings, plus connection to Cogan Pill Road (track) cycleway.

\*\* The Application was submitted under the 2015 version of the Vale's Parking Standards SPG which has an *Appendix 6 Sustainability* copied below) which was dropped from the 2019 version (approved by Cabinet in Feb.). This *Appendix 6* applied for the LDP, so we presume it was and still is applicable for the present application.

"sustainability points" must total 7 or more for a "sustainability" reduction (in parking provision)

*Local facilities* (no foodstore, PO, health facility; church, community building) – 2 points.

*Frequency of public transport*: as does not operate consistently between 7am and 7pm, 2 points.

## APPENDIX 6

### SUSTAINABILITY

Sustainability points will be awarded to developments that meet the criteria below for their proximity, in terms of walking distance to local facilities, public transport, cycle routes and the frequency of local public transport. Award of these sustainability points will result in a reduction in parking requirement as detailed below:

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<b><u>Local Facilities</u></b>		
Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points; whereas access to more than two of these will double the points score.	200m	3 pts
	400m	2 pts
	800m	1 pt
<b><u>Public Transport</u></b>		
Access to bus stop or railway station	300m	3 pts
	400m	2 pts
	800m	1 pt
<b><u>Cycle Route</u></b>		
	200m	1 pt
<b>Frequency</b>		
<b><u>Frequency of Public Transport</u></b>		
Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes	3 pts
	20 minutes	2 pts
	30 minutes	1 pt

Thus the sustainability points score for a dwelling within 400m of a school and a post office (1 X 2pts = 2pts), within 300m of a bus stop (3pts) and having a service frequency of every 15 minutes but only between 8am and 6 pm (2 pts - 1pt = 1 pt) would score a total of 6 pts.

3

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 28 March 2019

<b>Application No.:</b> 2018/01023/FUL	<b>Case Officer:</b> Mr. Robert Lankshear
<b>Location:</b> Land North of Leckwith Road, Llandough	
<b>Proposal:</b> Proposed residential development comprising 40 affordable units (comprising a mix of 1 and 2 bed apartments) along with associated parking, highway and ancillary works	

**From:** Mr Lloyd-Evans, The Laurels, Leckwith Road

### **Summary of Comments:**

Objects to proposals as insensitive and obtrusive form of development being out of character with the environs and detrimental impact upon amenity of neighbouring residential properties.

### **Officer Response/Action Required:**

These matters are covered within the officer report. No further action required.

# Comment for planning application 2018/01023/FUL

Application Number	2018/01023/FUL
Location	Land North of Leckwith Road, Llandough
Proposal	Proposed residential development comprising 40 affordable units (comprising a mix of 1 and 2 bed apartments) along with associated parking, highway and ancillary works
Case Officer	Mr. Robert Lankshear
Organisation	
Name	Mr Philip Lloyd-Evans
Address	THE LAURELS, LECKWITH ROAD, CF64 2LY
Type of Comment	Objection
Type	Neighbour
Comments	<p>I strongly object to this application as completely unsuitable for this part of Llandough.. It is an insensitive and obtrusive form of development which is completely out of keeping with its environs. The scale and extent of the proposed development would adversely affect the character and appearance of the surrounding area and would detract from the residential amenities currently enjoyed by neighbouring occupiers. I am not opposed to development on this site but believe it should be in keeping with the houses in the neighbourhood</p>
Received Date	26/03/2019 16:34:05
Attachments	



4.

## MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 28 March 2019

<b>Application No.:</b> 2019/00068/FUL	<b>Case Officer:</b> Miss Angharad Hobbs
<b>Location:</b> Brynawel, St Brides Major, Bridgend	
<b>Proposal:</b> Proposed access track, stables yard and manege	

**From:**

Erica Dixon, Ecologist

**Summary of Comments:**

The Council's Ecologist commented to state that as the site had already been cleared, she had no comments to make on the application.

**Officer Response:**

Email sent to the Ecologist to inform that application was going to Committee for dual recommendation.

**Action required:**

None