

LATE REPRESENTATIONS SCHEDULE

PLANNING COMMITTEE – 16th OCTOBER 2019

PAGE NO. 18	APPLICATION NO. 19/01339/MNR
ADDRESS:	238 PANTBACH ROAD, RHIWBINA, CARDIFF
FROM:	N. Hembery
SUMMARY:	<p>Letter of support.</p> <p>As a lifelong resident of Rhiwbina, wishes to express his and his family's support for the development - it is a good looking modern building; planners and traffic experts are happy to approve it; the new plans make it smaller and the new balcony roofs are more in keeping; it will be more attractive to visitors and buyers of the flats; the new shops are likely to be let sooner; there will be more jobs in the village and more business activity in the shopping area.</p> <p>It will not affect the garden village or Beulah gardens.</p> <p>The boarded up shop remains an eyesore at the entrance to the village.</p> <p>If refused it will be another missed opportunity and another reason for investors to avoid Rhiwbina.</p>
REMARKS:	Noted.

PAGE NO. 18	APPLICATION NO. 19/01339/MNR
ADDRESS:	238 PANTBACH ROAD, RHIWBINA
FROM:	C. Formosa
SUMMARY:	<p>Letter of support.</p> <p>The building is a good balance of old and new; the amendments are an improvement and just right for the location; as a user of the Canolfan Beulah gardens, believes the development will create more privacy – it has no overlooking windows and it will not be overbearing; the building will be an inspiring entrance to the village shopping area which is having problems attracting new business; parking spaces will be provided; the proposed highway improvement works paid for by the developer will make things better and safer; council officers do not object; the garden village will not be affected; there are already modern buildings in the area; the developer cannot be blamed for the traffic problems in Rhiwbina; the suggestion that it should be a car park is unreasonable; the application should be approved to add something new to the village and bring more business, more jobs and more residents.</p>
REMARKS:	Noted.

PAGE NO. 18	APPLICATION NO. 19/01339/MNR
ADDRESS:	238 PANTBACH ROAD, RHIWBINA
FROM:	Applicant's agent
SUMMARY:	<p>There are inaccuracies in the officers' report to the Planning Committee –</p> <p>1. Para 7.4 states that: “.. 2 individual expressions of support along with a petition of 230 signatures supporting the application have been received.” However looking on your there are 4 individual letters of support on the Departments website.</p> <p>2. Para 8.2 states that my letter of 09 September 2019 states that: <i>“ the roof pitch reduced from 35 degrees to 30 degrees and the roof ridge lowered to 9m (from 9.4m)”</i></p> <p>In fact my letter states: <i>“Reduction of ridge height from 9.8m to ideally 9.050 but it can be further reduced to 9.0m if deemed necessary”</i></p> <p>The reduction in the roof pitch from 35 degrees to 30 degrees has been correctly stated.</p> <p>I believe that the committee should be informed that reduction in height is from <u>9.8m to 9m</u> (as stated in my letter of 09/09/19 and shown on the submitted plans) and not <u>from 9.4m to 9.0m</u> . It will be helpful if this significant reduction in height is brought to the attention of the Committee.</p>
REMARKS:	<p>1. The committee report was written before two of the letters of support were received. These are included as late representations.</p> <p>2. The figure given for the previously proposed roof height is a typographical error. The figures can however be clearly seen on the amended plans (drawing numbers 2275/PL/02 B and 2275/PL/06 A). The amended plans show the height of the proposed building in comparison with the height of the existing building and the previous proposal.</p>

PAGE NO. 18	APPLICATION NO. 19/01339/MNR
ADDRESS:	238 PANTBACH ROAD, RHIWBINA
FROM:	Colin Grimes on behalf of Beulah URC.
SUMMARY:	<p>Concerned that the summarising comments of the Appeal Inspector dealing with the previous application have been misunderstood, and largely ignored.</p> <p>a) the scale and massing of this proposal are not “significantly”</p>

	<p>reduced by comparison with the refused scheme.</p> <p>b) the term amenity, as used by the Appeal Inspector, has been misinterpreted: the Case Officer still wants to include an unnecessary planning condition requiring obscure glazing to windows in the north elevation. The Appeal Inspector was not referring to privacy when she stated that the proposal would adversely affect the amenity of the users of the garden but was referring to the overbearing and obtrusive impact. The greatest impact that would be felt by users of the garden, would be caused by the greater height and length of the ridge of the building</p> <p>c) the proposed building would have a ridge height of the same or very similar to the refused scheme.</p> <p>d) the applicant's view that setting back sections of the north facing side elevation would reduce the massing has been too easily accepted.</p> <p>e) In respect of the Case Officer's comments about the driveway and the size of the garage (para. 8.12) , it is very clear to any right thinking person that the scale of the proposed building would dwarf the garage.</p> <p>f) the applicant's kind offer of 2 semi mature trees to screen the development would not be helpful and would have to be declined for much the same reasons as we removed the original tree. The problem with the previous tree was that its roots were potentially damaging garage foundations, and it was blocking light to the garden, and it was restricting views of the garden by our CCTV, and so we are not planning to plant further trees in that position.</p>
REMARKS:	<p>The comments of the Planning Inspector on an appeal against the refusal of a previous scheme should be noted but cannot be directly related to all aspects of this application - there are significant differences between the two proposals.</p> <p>a) "Significant" means "large enough to have an effect" – the differences between this proposal and the refused scheme are clearly significant. It is clear that the scale and massing of the proposed buildings are different. In architectural terms, scale refers to how the size of a building element is <i>perceived</i> relative to other forms and massing refers to the form of the structure, not just its shape. Scale and massing can be affected by changes in materials and detailing and do not correlate directly with size. A "reduction" in scale and massing would not necessarily reduce the visual impact of a building.</p> <p>b) The case officer is aware that the Planning Inspector was not referring to privacy. This would not have been considered by the Inspector as there were no windows proposed in this location in the previous scheme. The issue of overbearing impact is discussed in the case officer's report. Privacy is another aspect of amenity and is</p>

	<p>addressed by the proposed condition. Privacy has not been considered at the expense of all other aspects of amenity.</p> <p>c) The ridge height of the building does not equate to its bulk or massing and is not the determining factor in whether or not the development is acceptable.</p> <p>d) This is not just the view of the applicant and the case officer – other officers, with qualifications and experience in Urban Design, also take this view.</p> <p>e) The officer's report does not imply that the garage would do anything other than screen one of the windows and simply notes the existence of the 4.6m wide driveway .</p> <p>f) Noted.</p>
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PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Andy Hall, Challenge Wales
SUMMARY:	On the 24 th May 2019 I, on behalf of the charity Challenge Wales of which I am a Trustee, raised an objection to the proposed erection of a Zip Wire from St David's Hotel to a location adjacent to the Norwegian church. Our objection was based on the potential for restrictions being imposed on our ability to transit the area with our Sail Training Vessels "Challenge Wales" and "Adventure Wales" due to the height of the wire above the water level through-out the operational range of the Bay and there being sufficient depth of water where the wire would be navigable. I have met with Barry Shaverin, CEO of the zip wire company, and reviewed the drawings posted with the planning application, and we are now happy to withdraw our objection based on the proposed revisions.
REMARKS :	Noted

PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Agent, SLR Consulting Ltd
SUMMARY:	19/01426/MNR Proposed Zip Wire, Cardiff Bay

Response to Objectors' Concerns

We are aware that the proposed zip wire has elicited much interest from the local community and, while there is a great deal of support for the proposals amongst the people of Cardiff, there are also concerns and indeed objections from some of the local community. We have therefore sought to analyse the comments received in response to the planning application, including the recently submitted amended plans, and prepared this commentary to assist your determination, setting out points of comfort as applicable regarding the application proposals.

We would be most grateful if you would forward this letter to your Committee Members as part of your Late Representations Schedule.

Firstly, we would note that the Council has received 100 letters of support from people who welcome the boost for local jobs, and attracting additional visitors to the bay area which will in turn support local businesses. In addition, support has also come from prominent local businesses and organisations, including Waterfront Partners which represents commercial, charity, governmental organisations as well as visitor attractions.

Our response to issues raised

Objections have been received from just under 50 individuals. The main focus of the objections received has been with regard to the amenity of residents, particularly residents of the Ocean Reach apartments, and noise has been the primary concern followed by visual privacy and other amenity issues such as parking. Although we consider that some of the comments raised suggest that the proposals have been misunderstood, and we have sought to clarify any misapprehensions in previous correspondence and direct discussions with residents, we have also taken on board many of the concerns and made changes to our proposals wherever practicable. Our commentary below highlights those matters where we have adjusted our proposals following feedback; it also mentions other matters that form part of the proposals that we believe will benefit from clarification and reinforcement as we are aware that some of the concerns raised have been misplaced.

Noise

Trolleys – the design of the trolleys has been altered by the introduction of specially designed trolleys that use

	<p>polypropylene wheels rather than steel ones - the mechanical operation of these is inaudible at more than one metre distance.</p> <p><i>Generators</i> – use of generators (originally proposed at both ends of the zip wire) is no longer proposed and the zip wire will be driven by mains electricity. City Zip fully supports the proposed condition in this regard.</p> <p><i>Customers screaming</i> – riders will be advised not to scream, but, more importantly, the risk of rider noise will be greatly reduced as it is now proposed to use helmets that incorporate mouth coverings that should muffle any shouts.</p> <p><i>Hours of operation</i> – the proposed hours of operation have been reduced in response to comments made by residents of Ocean Reach. Zip wire operational times for customer ‘flights’ are now proposed as follows:</p> <p>Monday – Friday 11.00 – 18.00 Saturdays and Sundays 09.00 – 19.00</p> <p>This is a significant reduction from the original evening closure times of 19.30 throughout the week. City Zip has also taken the decision not to propose any late night sessions as was originally indicated.</p> <p>Visual privacy</p> <p><i>Drones</i> – it was never the applicant’s intention to use drones, and indeed the use of drones in ‘congested areas’ which includes most built up areas is severely restricted by law.</p> <p><i>Overlooking by riders</i> - riders will be approximately 100m from Ocean Reach (the closest property) and facing away from that building. It should be noted that many hotel rooms already overlook the properties at Ocean Reach and from a lesser distance. It is highly unlikely that riders would look more than 90° from the path of travel once in ‘flight’; given that Ocean Reach is located a minimum of 97° from the path of travel at launch, it is considered extremely unlikely riders would be able to view into these properties once in flight (N.B. the angle increases as riders progress along the wire).</p> <p><i>Overlooking by people waiting</i> – a 2.6m tall “privacy screen” has been introduced on the roof of St. David’s Hotel to ensure that people waiting to launch cannot view the Ocean Reach apartments. City Zip fully supports the proposed condition in this regard.</p>
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Spectators – City Zip is providing a purpose-built area near the landing tower for spectators, and spectators will have the best views from either this location or Mermaid’s Quay. Views from close to Ocean Reach will be poor as riders will be travelling at an angle away from any spectators here. City Zip will encourage spectators to watch from better locations.

Filming – one resident has raised a concern about riders using Go Pros and filming towards Ocean Reach. The applicant considers that this concern is misplaced as riders will be travelling away from Ocean Reach at high speed, but would be willing to ban the use of Go Pros if members also consider this may be an issue.

Visual effect

Landing tower – the landing tower will be viewed primarily against the backdrop of the working docks. This is shown clearly in Viewpoint 3 of the Landscape and Visual Appraisal, which shows the view of the Norwegian Church from Landsea Gardens. Norwegian Church although of heritage value is not a listed building. The height of the landing tower is governed by the height of the cables across the water to allow for the tallest ships in the bay to pass underneath.

Materials – the cladding and hoarding for the landing tower will be agreed with the City Council prior to construction. Ancillary buildings will incorporate “street” artwork using a Cardiff-based graffiti artist suggested by the Harbour Authority. The design of finishes will be agreed in advance with the City Council.

Lighting – it is not proposed to use any additional lighting on the hotel roof, which has been a concern of Ocean Reach residents.

Crowd management

All riders must book in advance which allows scheduling and management of customer arrivals. Riders are able to book within a 15 minute slot, and 12 tickets are allocated per 15 minutes. This means that the number of riders will be limited to no more than 24 every 30 minutes, meaning that concerns about ‘crowds’ are misplaced.

Waste management

Litter – litter will be collected every day in and around the event locations. Clearly marked waste and recycling bins will be provided at the landing site and removed / emptied as required.

Wildlife

Risk to birds - risk to resident birds, including swans, from suspended wires is negligible, as birds quickly become familiar with such features and are very aware of obstructions. The zip wire is a lower risk than many similar features such as overhead electricity lines which comprise a greater inherent danger to birds but which are rarely a problem in practice.

Parking

Havannah Street - residents of Ocean Reach have raised concerns about parking on Havannah Street, but the street itself is controlled by double yellow lines. In addition, City Zip will 'police' the area to ensure no illegal parking.

Alternative transport – all customers will be provided with detailed information regarding sustainable travel options for travelling to the venue, including bus, cycling and walking. This has worked exceptionally well in other venues including London where initial concerns by local residents about increased parking were not realised.

Safety

Safety for customers and members of the public is always the primary concern of these events. Measures that have been raised as matters of concern by objectors are summarised below:

Training and instruction for riders – all staff are fully trained in safety procedures and each rider has to complete a safety induction prior to taking part. Riders must comply with certain criteria to ensure a safe ride including height and weight. City Zip will be working with the Cardiff International White Water centre who will help with training and staff support.

Height relative to watercraft - the zip wire will maintain a separation distance agreed with the harbourmaster which primarily relates to height but includes an 'exclusion zone for watercraft at the extreme eastern end where the zipwire is at its lowest (below 33m) over the water. The design height takes account of the largest ship in the bay which is Challenge Wales.

Windy conditions – the construction of the zip wire is able to withstand moderate winds from all directions. Wind speeds will be monitored at all times: wind speeds in advance with forecasts, windspeed on the day with an anemometer, and

	<p>rider arrival speeds with a radar gun (random selection in response to the anemometer). The key number is the maximum arrival speed for the braking system - 36mph. Cross winds have no effect on this, strong head winds may need some weight adjustment to ensure riders reach the end, severe tail winds may require rescheduling of heavier riders. The zip wire will be closed and the structures evacuated if wind speed exceeds the safe threshold of 21m/s.</p> <p>Community Liaison</p> <p><i>Liaison to date</i> – City Zip has made extensive and continuing efforts to speak directly with local residents and other stakeholders, and has taken steps wherever possible to respond constructively to concerns raised. Consultation has taken the form of door knocking, emails, drop ins, emails, phone calls and one-to-one meetings. This has resulted in some of the initial concerns and objections being overcome, for example from Challenge Wales who have now notified the Council that they have withdrawn their objection, and the Harbour Master who has provided City Zip with exceptional support and advice.</p> <p><i>Equal opportunities</i> – City Zip has a strong track record of making the zip wire experience available to all, subject to physical capability. As with previous ‘events’, Cardiff City Zip will make special provision for disadvantaged groups either through the donation of free or discounted tickets or the arrangement of special event days where appropriate and timeslots for particular groups, including those with special needs.</p> <p><i>Challenge Wales</i> – City Zip has been liaising with Challenge Wales to discuss the opportunities for joint events and activities.</p> <p><i>Monthly review meetings</i> are proposed with local residents, who in any event have been given direct contact details for City Zip management.</p> <p>I trust the above comments demonstrate to you and your members that The City Zip Company has worked hard to accommodate the feedback received from local residents and other stakeholders, and that the proposed temporary development would be a welcome addition to people’s experience of Cardiff Bay.</p>
REMARKS :	Noted

PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Andy Hall, Challenge Wales
SUMMARY:	On the 24 th May 2019 I, on behalf of the charity Challenge Wales of which I am a Trustee, raised an objection to the proposed erection of a Zip Wire from St David's Hotel to a location adjacent to the Norwegian church. Our objection was based on the potential for restrictions being imposed on our ability to transit the area with our Sail Training Vessels "Challenge Wales" and "Adventure Wales" due to the height of the wire above the water level through-out the operational range of the Bay and there being sufficient depth of water where the wire would be navigable. I have met with Barry Shaverin, CEO of the zip wire company, and reviewed the drawings posted with the planning application, and we are now happy to withdraw our objection based on the proposed revisions.
REMARKS :	Noted

PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Mr W G Davies
SUMMARY:	<p>I am mystified that Cardiff council are contemplating approving a zip wire across Cardiff Bay as it appears to 'fly' in the face of public opinion and in fact lacks any 'class' in the development of this area as a recognised tourist attraction, enhancing it's architecture and intrinsic historical character.</p> <p>It 's path down the road of a theme park mentality ,for the sake of 60 jobs ,is hardly a viable reason.</p> <p>St David's hotel purports to be a 5 star facility,I cannot see it's value or standard increased with the introduction of this supposed attraction.I for one would not stay there again and I am sure there are many more who would feel likewise. Would you really want bodies 'speeding past your window screeching like some demented seagulls, albeit this is only short term for guests but what about those who have purchased properties for the benefit of a peaceful seaside landscape.</p> <p>Additionally for the average visitor /tourist their skyline and view will be blighted by this constant aerial bombardment.</p> <p>Other considerations are increased traffic flow in the area and last not but not least the health and safety aspect,I wonder how long it will be before there is an incident that detracts form it's usage.I will not enumerate but</p>

	<p>leave it to the reader to asses state of some would be users in an area where considerable alcohol is partaken-a disaster waiting to happen.</p> <p>All in all a likely crass decision to pass consent, and one St david's Hotel may regret if it wishes to retain 5 star status.</p>
REMARKS :	Noted

PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Lisa Power & Andrew Lazarou on Behalf of Ocean Reach Residents
SUMMARY:	<p>Dear Planning Committee Member,</p> <p>We are writing to you in reference to the planning application at 5a on your agenda for tomorrow.</p> <p>The application is recommended subject to a series of conditions. There is one condition, that the hours of operation recommended are 11am-6pm on weekdays and 9am -7pm at weekends, which is based on a factual inaccuracy.</p> <p>At 7.8 in the accompanying paper it is asserted that these hours are "reasonable and typical for tourist attractions in the Bay". This is absolutely not true for a 9am start at weekends, even in high summer.</p> <p>The Bay - even Mermaid Quay and certainly not Havannah Street, where the activity will impact most - does not come alive at weekends until around 11am. None of the boat services start before 10.30am; apart from the occasional jogger and dog walker, the area is dead quiet. The only exceptions to this are the couple of days in the year when a marathon or similar is on, and even then the noise is on the far side of the Bay.</p> <p>In conversation with the applicant, he told Lisa Power and Lyn Eynon that he would be willing to start at 11am at weekends but this has not translated through to the proposed conditions. We would like you to amend the proposal to include a condition of the same start time throughout the week of 11am.</p> <p>We ask you - would you want people shouting at frequent intervals from 9am on Saturday and Sunday outside your bedrooms and living rooms every weekend without fail for more than six months of the year?</p> <p>many thanks for your consideration.</p>

REMARKS :	Noted
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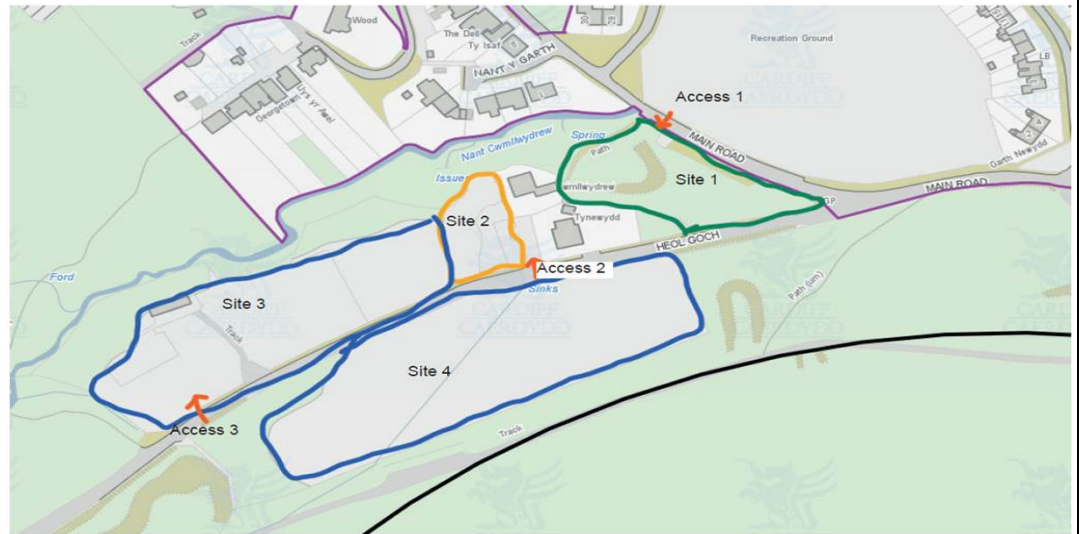
PAGE NO. 63	APPLICATION NO. 19/01426/MNR
ADDRESS:	ST DAVIDS HOTEL & SPA, HAVANNAH STREET, CARDIFF BAY
FROM:	Julie Meredith, Butetown Resident
SUMMARY:	<p>I am horrified that a Zip Wire attraction is proposed for Cardiff Bay. This will have a detrimental effect on the residents and cause limitation to the sailing activity in the Bay.</p> <p>The proposed "landing" is an eyesore and diminishes the beauty of the Norwegian Church.</p>
REMARKS:	Noted

PAGE NO. 99	APPLICATION NO. 19/01752/MNR
ADDRESS:	TY NEWYDD, HEOL GOCH, PENTYRCH
FROM:	Head of Planning
SUMMARY:	<p>The second reason for refusal needs to be amended to refer to Policies KP3(A) and EN3, see below :</p> <p>2. The proposal would prejudice the open nature of the land and would cause unacceptable harm to the Garth Hill and Pentyrch Ridges Special Landscape Area and would fail to fulfil and of the criteria for justification of development within a green wedge that are set out in paragraphs 3.71 to 3.74 of Planning Policy Wales contrary to Policies KP3(A) and EN3 of the Cardiff Local Development Plan 2006 – 2026.</p>
REMARKS :	Noted

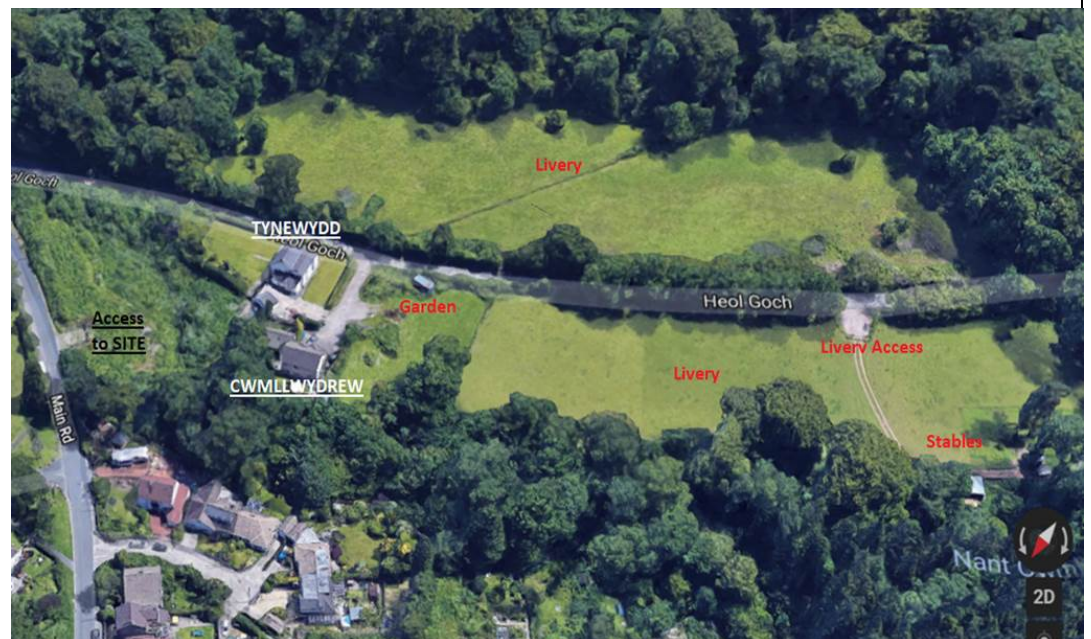
PAGE NO. 99	APPLICATION NO. 19/01752/MNR
ADDRESS:	TY NEWYDD, HEOL GOCH, PENTYRCH
FROM:	Applicant, Adrian Spragg
SUMMARY:	<p>I fully appreciate how busy each of you are, so it is with regret that I have added to your emails on a Monday morning and apologise in advance for accruing any of your time.</p> <p>This matter is extremely important to me, hence the efforts and lengths I have gone to gain permission for a simple timber framed stable to shelter rescued donkeys.</p> <p>The simple planning application for a stable is due to be considered by yourselves within this weeks' committee. The officers recommendation is to deny permission, which is why I felt it necessary to provide you with the factual details that have been disregarded to ensure this sympathetic application is given every opportunity of your support.</p> <p>The facts are bullet pointed beneath and I have included some referenced images, in the hope that this outlines a clearer image for you, a better understanding of the history and future intentions.</p> <ul style="list-style-type: none"> • Tynewydd Farm is a small holding, which includes 10 acres of land and a 250 year old farmhouse. There was once an agricultural barn associated with the farmhouse, unfortunately this was converted into residential accommodation by the previous owner of Tynewydd in the 1980's. It is my intention to start working the land and encouraging self-sustainability, however I currently face constant rejection for any planning requirements I may need to ensure this can become a reality. • I am the owner and applicant. I currently have stables to the rear of the farmhouse (site 3), which houses several rescue horses. Unfortunately these were broken into on the 7th of October 2019 and thousands of pounds worth of equipment were stolen. • My proposal is for a new stable and tack room to be sited on a brownfield site which lays to the front of the farmhouse (<u>Referenced as site 1 on Ref 1 or 'site' on Ref 2</u>). I did think this would be a simple exercise, as the new stables positioning does are on a parcel of derelict land that the planning officers have regarded as unfit for residential use, the positioning does not have any visual impact on any nearby dwellings (Ref3), would be built using timber and is a charitable offering to shelter abused and neglected donkeys from the donkey sanctuary in Sidmouth. • St Peters Mission church stood on the same parcel of land for some 40 years. The land has since lay dormant for the past 80 years (<u>Ref 3 and Ref 4</u>). • During 2007 I applied for planning consent for one dwelling on this parcel

	<p>of land, which was refused by Cardiff Planners. My representation for this land to be considered within the LDP was not considered by Cardiff Planners. Following the LDP process, the land is classed as 'Green Wedge'.</p> <ul style="list-style-type: none"> • The land lays outside of any conservation area and has no value to the community. The paddock of approx. an acre would offer ideal nourishment for donkeys and goats to graze. • The Planning Officer responsible has recommended refusal based on a number of planning policies, however I am left to feel that these policies are either irrelevant or have been misrepresented within the report. A prime example of this, is throughout the planning officers recommendation it refers to 'horses'. A horse is not usually referred to as an agricultural animal. Compared to a donkey, which is an agricultural animal. The stables are not for horses.... • The stable would not be visible from the road, nearby dwellings or recreational ground opposite, as a thick, dense hedge and / or treeline screens the paddock <u>(Ref 5)</u> • I cannot find any historic application for a stable within a small holding setting that has been refused throughout Cardiff • With reference to PPW - This is 'appropriate development', within a smallholding location that the LDP has established as rural. There is a considerable need to for a permanent stable which clearly outweighs any potential harm to the landscape. See <u>Ref 6</u>; the land is currently 'hard core' with no value. <p>If the above facts do not leave you pondering, I ask; What does the PPW and Cardiff Councils Planning officers aim to see derelict parcels of land be used for?</p> <p>A contentious point that I fail to understand, is that the officer recommends that I be denied the right to undertake a costly exercise to erect a safe, secure shelter to support a charitable cause, yet I am within my rights to erect a field shelter on wheels without any form of planning permission whatsoever?</p> <p>On this occasion, crime in the area should be a serious consideration for the planning department, as the only reason I need to offer a secure structure is due to the increase of theft and not to mention the fact that animal abuse / neglect is on the rise.</p> <p>If only the travelling community would offer similar safe shelters to the horses on Rover Way, i'm sure the RSPCA and local councillors would have a lot less calls to deal with from 'passers by' who are left feeling saddened by their sighting.</p> <p>I urge your charitable values give fair consideration to this simple, uncomplicated application.</p>
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REF 1 - Outlining intended Paddock (Site1)



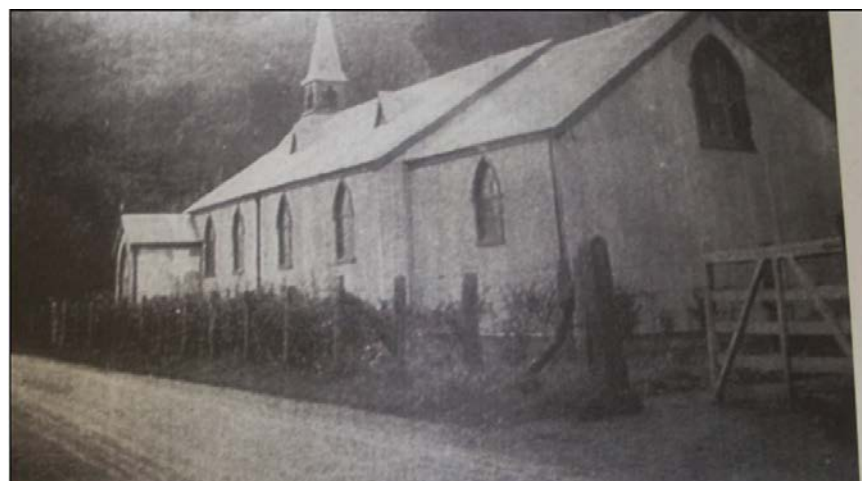
REF 2 – Illustrating tree lined borders





REF 3 - 1930 OS Map of site showing St Peters Mission Church in situ



REF 4 – St Peters Mission Church as once stood up until 1938 approx.



This access has been in place for centuries. The above picture illustrates the access where it currently stands and dates back to 1907 when used in conjunction with St Peter's Mission.

	<p><u>REF 5</u> - Hedge border fronting Main Road, offering privacy</p>  <p><u>REF 6</u> – 2019. Behind the ‘Hedge border’, where the stable and paddock is proposed</p> 
<p>REMARKS :</p>	<p>The comments are noted. The reasons for refusal are considered appropriate and due regard has been given to the specific attributes of the proposal, however, these do not outweigh the identified harm.</p> <p>The report contains reference to Horses as quoted from the relevant policy and guidance in addition to references to horse-related uses and equestrian activities, both of which are relevant to Donkeys, the relevant policy and guidance has not been misrepresented and the characteristics of the proposal are understood.</p>

PAGE NO. 113	APPLICATION NO. 19/02126/DCH
ADDRESS:	1 THE FAIRWAY
FROM:	Joy Rees, 12 Westminster Drive
SUMMARY:	<p>Please see attached photographs for the attention of the Planning Committee in connection with the above application.</p> <p>View from patio and living room door</p>  <p>View from patio with 1 The Fairway</p> 

Space between new breeze block wall and the boundary walls to Westminster Drive



